PRIMA'S OFFICIAL STRATEGY GUIDE



UNLOCK HIDDEN CARS AND TRACKS!

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PlayStation®

Simon Hill

Gran Turismo™
Prima's Official Strategy Guide

Simon Hill

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CONTENTS

Introduction ..... *Page 2*
Pit Lane Lingo ..... *Page 3*
Basic Driving Techniques ..... *Page 4*
Advanced Driving Techniques ..... *Page 8*
Arcade Mode ..... *Page 10*
My Home ..... *Page 15*
Dealers ..... *Page 16*
- *Honda®/Acura®* ..... *Page 16*
- *Toyota* ..... *Page 22*
- *Nissan* ..... *Page 32*
- *Mitsubishi* ..... *Page 39*
- *Mazda* ..... *Page 46*
- *Subaru* ..... *Page 51*
- *Chevrolet®* ..... *Page 56*
- *Dodge®* ..... *Page 58*
- *TVR* ..... *Page 60*
- *Aston Martin* ..... *Page 62*

License Tests ..... *Page 64*
- *License Test B* ..... *Page 64*
- *License Test A* ..... *Page 67*
- *License Test A International* ..... *Page 71*

Simulation Mode ..... *Page 80*
- *GT League* ..... *Page 80*
- *Special Events* ..... *Page 82*
- *VS International Championships* ..... *Page 84*
- *Other Special Event Championships* ..... *Page 85*
- *Spot Race* ..... *Page 88*

Tune-Up Shop ..... *Page 90*
Car Settings ..... *Page 95*
Tracks ..... *Page 98*
- *High Speed Ring* ..... *Page 98*
- *Trail Mountain* ..... *Page 100*
- *Grand Valley East* ..... *Page 102*
- *Clubman Stage Route 5* ..... *Page 104*
- *Autumn Ring* ..... *Page 106*
- *Deep Forest* ..... *Page 108*
- *Special Stage Route 5* ..... *Page 110*
- *Grand Valley* ..... *Page 112*
- *Autumn Mini* ..... *Page 114*
- *Special Stage Route 11* ..... *Page 116*
- *Test Course* ..... *Page 118*

Replay Theater ..... *Page 120*

INTRODUCTION

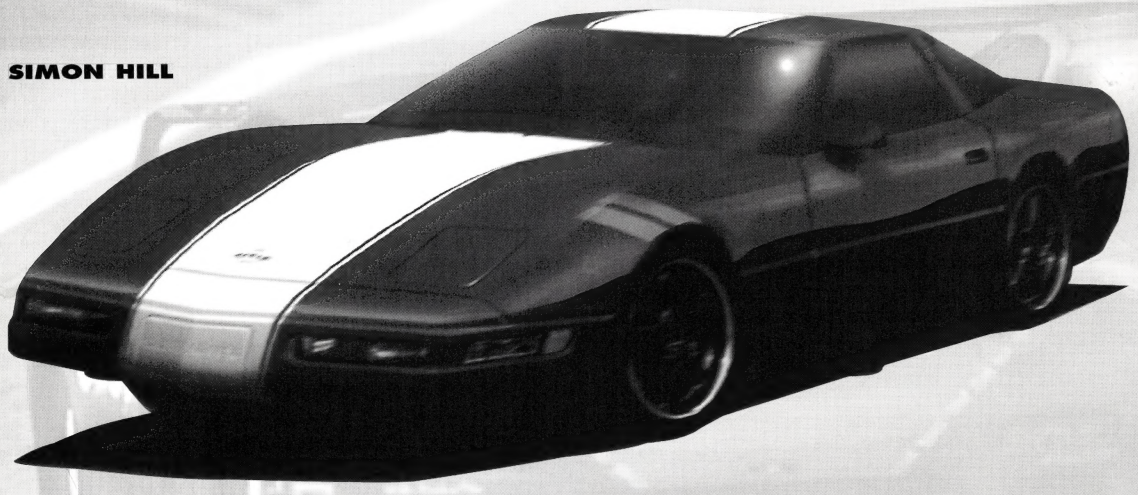
After many years of playing video games, I thought I'd seen just about everything driving games had to offer. That was before I played *Gran Turismo*. With the release of this highly anticipated title, Sony Computer Entertainment has taken the genre to a new and higher level. *Gran Turismo* takes just about every good feature you've ever seen in driving games of the past, then adds amazing graphics and a level of realism like I've never seen or experienced before, to create what can only be described as a masterpiece! This game has everything!

There are 10 real car dealers, ranging from the British style of Aston Martin, through the American power of Chevrolet®, to the Japanese expertise of Toyota. You'll find over 160 real cars for you to drool over and drive, each with full dealer statistics and information. It's also possible to modify and upgrade your vehicle in almost every way imaginable, so if you want to increase downforce and reduce oversteer for the next course, *Gran Turismo* lets you do just that! You can use the money you make from racing to buy new parts that enhance your car's performance, customizing it until you have a vehicle that suits your driving style perfectly.

Gran Turismo also features 11 amazingly detailed and challenging tracks, some of the best graphics and sound I've ever seen, and to top it all off, a replay option that's nothing short of stunning. You can watch a replay of your entire race from various camera angles and can even save your most exciting replays onto a memory card to show off later!

Gran Turismo really is the Real Driving Simulator, and now with *Prima's Official Strategy Guide*, you can become the ultimate driver! Grab your car keys and let's burn some rubber...

SIMON HILL



ACKNOWLEDGMENTS

There are a few people without whose help this book would not be in your hands right now! First off, thanks to Paul Middleton for designing and laying out the entire book—very late into the night! Thanks to Warren Lapworth for editing the text and Nick Roberts for overseeing the editorial process and making sure all those logos are in place. Also, thanks to Dave Smith for his extremely useful know-how when it comes to all things mechanical! Next, a big "thank you" to the team at Prima in the United States—hope to see you all again some day! Last and by no means least, thanks to Sony Computer Entertainment for creating the ultimate driving game: *Gran Turismo*!

PIT LANE LINGO

The real driving simulator involves a lot of specialist motoring terms. To avoid confusion, we explain those that are commonly used in *Gran Turismo: Prima's Official Strategy Guide*:

APEX
This word refers to the fastest, most efficient line through any turn on a race track. The apex is almost always the sharpest point of the turn. It requires skill and timing to drive through the apex, but the rewards are fast times and a better position as you exit the turn.

ASPIRATION
This term refers to the manner in which air is supplied to the engine. The cars in *Gran Turismo* fall into one of three categories: normally aspirated (slow), mechanically aspirated, or turbo-charged (fast). The faster the engine can receive air, the faster it can go—it's that simple.

COUNTER-STEER
If you're going around a corner and the car begins to slide, you should steer in the opposite direction to counter-act the sliding effect of the vehicle and keep it from spinning out. This is act of turning in the "wrong" direction is called counter-steering.

DOHC
This stands for dual over-head camshaft. A DOHC engine has four valves per cylinder instead of two, which means fuel is used quicker and the engine runs faster.

DRIFT
When you enter a corner at high speed, the car's rear tires begin to slide sideways. As this happens, you need to control the slide with skillful use of the accelerator button and joypad. This is known as drifting the car, the quickest way to take a corner.

DRIVE TRAIN
This refers to the way in which the power from the engine is transferred to the car's wheels. There are four categories of drive train: front engine, front-wheel drive; front engine, rear-wheel drive; mid-engine, rear-wheel drive; and four-wheel drive. The drive train is also known as transmission.

FOUR-WHEEL DRIVE (4WD)
When a car has four-wheel drive, the engine's power is used to spin all four of its wheels. This type of drive train (or transmission) gives excellent cornering capabilities.

FRONT-WHEEL DRIVE
A type of drive train (or transmission), this is where the power of the engine is transmitted to the car's front wheels.

HANDLING
This refers to how the car "feels" and responds when you drive it. If the handling is poor, the car seems unresponsive and bland. The handling of a vehicle is effected by many things; you must find the cars that you find easy and comfortable to control.

HORSEPOWER (HP)
This refers to the power output of the car. As the name suggests, it originates from the amount of pulling power a horse has. The horsepower of a vehicle affects how quickly it accelerates and the top speed it can reach. If you look at a car's HP rating, you get a good idea of how fast it is.

INTERCOOLER
The intercooler is the small radiator-like part that cools the air before it goes into a turbo-charger. Cold air carries more oxygen, and the better the air is oxygenated, the faster it burns in the engine, which in turn means more power.

OVERSTEER
If you steer into a corner and the car turns more than you want it to, to the point where the rear of the vehicle skids out or even goes into a spin, this is a result of oversteer.

POWER-TO-WEIGHT RATIO
This refers to the amount of power the car has compared to its weight. The power-to-weight ratio is one of the things that makes a vehicle good or bad. It's useless having a car with 400 HP if it weighs 4,000 lb, because much of the power is used up just to keep it in motion. You should look for cars that have a high power rating compared to their weight.

REAR-WHEEL DRIVE
The opposite of front-wheel drive, this is the type of drive train (or transmission) where the power of the engine is transmitted to the car's rear wheels.

RPM
This stands for revolutions per minute and refers to the amount of times the pistons in the engine go around in one minute. This rating is very important because the pistons are basically the heart of the car, so the faster they go, the faster the car goes.

SUSPENSION
The suspension of a car is a complicated thing, involving a number of components. In simple terms, the suspension is supposed to keep the car's motion as level and smooth as possible when it's driven. The suspension directly affects the vehicle's handling.

TIRE COMPOUND
This refers to the rubber that the tires are made from. The hard tire compound lasts longer, but has reduced grip. If you choose soft compound tires, you get lots of grip but they wear out quickly, so you have to visit the pits sooner and get replacement tires.

TORQUE
The torque rating is a measure of how well the movement of the engine is translated into the rotational movement of the wheels. Basically it tells you how much motion the engine produces, and therefore how fast the car can accelerate from a standing start.

TRANSMISSION
This refers to the manner in which the power of the engine is supplied to the wheels of the car. It's also known as the drive train.

TURBO
This is the device that takes air from the intercooler and forces it into the engine. This enables the car to accelerate much faster and even increases its top speed.

UNDERSTEER
If you turn the steering wheel but the car won't turn as far as you want it to, so you can't safely take the corner, this is a result of understeer. You should avoid cars and modifications that suffer from this problem.

BASIC DRIVING TECHNIQUES

Fully understanding the basic techniques of driving a race car is essential in a game as realistic as *Gran Turismo*. This section of the book is aimed at turning you from a complete rookie into a race-ready driver. Covering everything from basic accelerating and braking to weight transfer and how it affects the car's handling. So let's not waste any more time—your lesson starts here!

ACCELERATING

This is obviously an extremely important part of driving a car—if you don't put the pedal to the metal, you're not going to be first through the finish line, and that's a fact! How you accelerate is governed by the type of transmission you choose before you start the race:

AUTOMATIC TRANSMISSION

Select this style of transmission and all you need do is simply keep the throttle open and the car accelerates through the gears up to its maximum speed. What could be simpler? However, the price you pay for simplicity is compromised acceleration time—this can be as much as four seconds as you progress through the gears to top speed.



MANUAL TRANSMISSION

Choose this set-up and you have complete control over the car's gearbox, so you're responsible for changing through the gears, and reaching suitable RPM before you do so.

The toughest part of using a manual gearbox is accelerating from a stationary position. From the start line, you must accelerate through the gears as smoothly as possible, without wheel spin or loss of grip. To do this you must feed in the power slowly, to avoid wheel-spin. Once you shift out of first gear, wheel-spin is less of a problem.

When shifting through the gears, use this as a rule of thumb: Let the vehicle's RPM nearly reach the red line, then change to the next gear. This means you get the maximum acceleration from each gear, and better still, keep the car in the power band for the next one.



BRAKING

This is probably the single most important aspect of driving a race car at high speed—if you can't use the car's brakes to keep the vehicle under control, you're going to find life difficult on all but the simplest of tracks. There are two basic errors you can make:

NOT ENOUGH BRAKE PRESSURE

Most novice drivers tend to apply insufficient pressure to the brake pedal. If you just tap the brake button then release it, you don't allow the brakes enough time to do their job properly, and as a result the car becomes twitchy and difficult to control.

TOO MUCH BRAKE PRESSURE

If you apply the brakes too heavily, you cause the wheels to lock, which means the car skids and you lose control. It also causes the tires to "flat spot," which results in a loss of grip.

This is what makes braking so tough: You must learn to find the exact point that lies between not braking enough and holding the brakes so much that they lock up, and this varies from vehicle to vehicle. You must apply sharp, sustained pressure in order for the brakes to deliver the full braking potential. This skill takes time and practice to master, but once you've perfected this technique you're ready to mix it up with the *Gran Turismo* elite!



CORNERING

The ability to take corners at the fastest speed possible while keeping the car under full control is the key to gaining a good lap time on a twisty track. This section helps you develop this skill in an effort to improve your lap times. The business of steering around a turn can be broken down into two separate sections, so let's take a look at both in detail:

STEERING INTO A TURN



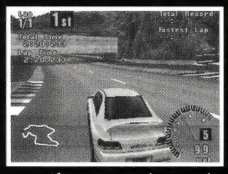


As you enter the turn, begin to steer into it, then apply the brakes in a sharp but sustained manner. This shifts the car's weight forward and gives the front tires much more grip, allowing you to take the corner at a far greater speed.

If you brake too early, the car's speed begins to fall, which forces you to release the brake and shifts the vehicle's weight to the rear. This has the effect of taking the grip from the front tires, and the car becomes twitchy and difficult to control.

This "balancing act" is the key to entering a turn effectively. You must find a point where you keep the car's weight on the front wheels, but don't brake too soon.

STEERING OUT OF A TURN





This is the second stage of making a turn at high speed, where you accelerate out of the turn as early as possible to gain speed for the next section of the course. The point at which you should re-apply the accelerator is the apex of the corner, or as close to it as you can get. When you re-apply the accelerator, you shift the weight of the car from the front wheels to the rear—this is what stops the car from spinning out of control and keeps you moving in a straight line.

Knowing exactly when to begin accelerating out of a turn, and subsequently when to change the weight distribution to the rear wheels, is something that takes time and practice. The type of car you're driving also affects when you should begin to shift its grip to the rear tires.

The best way to do this is to wait until you are at the turn's apex, then gently re-apply the accelerator. This slowly shifts the weight of the car to the rear wheels, giving them maximum grip and stabilizing the vehicle. Continue to steer through the remaining section of the turn while accelerating.

The basic rule when steering out of a turn and the thing that you must always bear in mind is this: Applying the accelerator shifts the car's weight to the rear wheels, giving those tires more grip. This is the factor that stops the car from spinning under acceleration.

RACING LINES

Knowing how to take a turn correctly is a fundamental skill that you must understand if you want to get anywhere in *Gran Turismo*. This next section looks at how to use the "racing line" as you speed around turns.

THE BASIC TURNING RULE

Before we get to the more complicated stuff, remember this basic principle for taking a turn—out, in, out. This means that you approach the turn on the *out*side of the track, then cut *in* to the middle and take the apex of the turn, then drift *out* to the far side of the track as you re-apply the accelerator. This basic rule can be applied to almost every turn you'll ever come up against. Remember it and you won't go far wrong.

SIMPLE TURN

There are two basic ways that you can take a simple turn. We'll look at both:

The first is shown in diagram "A," found on this page. Here you can see that the line around the turn is almost a perfect semi-circle, which means the car's speed is pretty much constant through the entire turn. This style of cornering is the fastest way to take an individual turn, but doesn't take into account any outside circumstances.

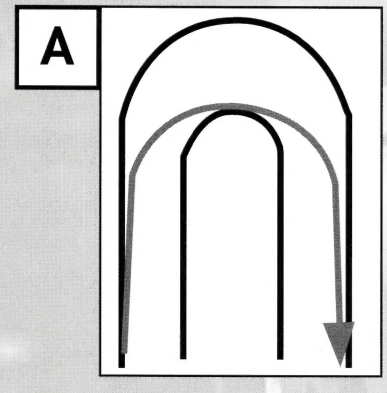
In some instances, the fastest line through an individual turn isn't the most effective one for getting the best lap time. For example, if a long straightaway directly follows the turn, you're better off having a lower incoming speed then having an increased speed as you exit the turn. This means you can build up speed quicker and make better use of the long straightaway. Check out diagram "B" for an example of the line you would take to achieve this.

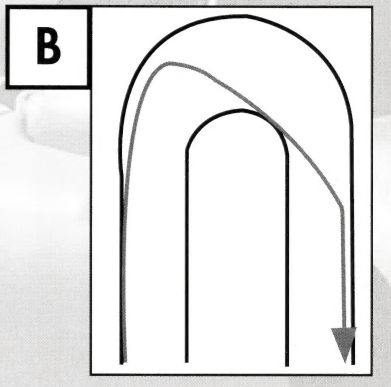
"S"-BENDS

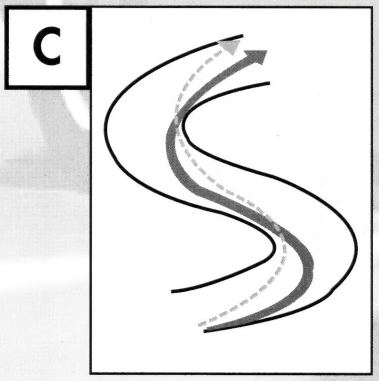
A multiple or "S"-bend sequence is one of the toughest turns you have to make. Not only do you have to concentrate on steering through the first turn, but you must always be thinking of your position as you enter the second turn in the sequence.

Take a good look at diagram "C." There are two racing lines, one indicated by a dotted line, the other by a solid line. The dotted line represents the perfect circle through the two corners; this is the best way to take the turns individually. However, it isn't the fastest way of getting around here—this is represented by the solid line. If you follow this, your exit speed for both turns is at a maximum, ensuring the best time for this section.

Basically, when taking an "S"-bend sequence of turns, the key is to think ahead, planning how you should enter the upcoming turn. If you do this, you can keep the car's speed high and hold a good racing line throughout.



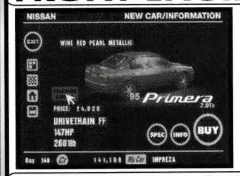




VEHICLE TRANSMISSION SET-UPS

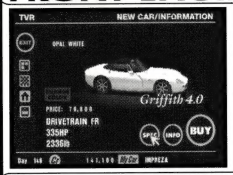
All of the cars featured in *Gran Turismo* fall into one of the following transmission categories: FF, FR, MR, or 4WD. Knowing their strengths and weaknesses is fundamental for the successful driver, as the categories affect the way the car handles and how you should treat it on the open road. This section looks at each transmission set-up and assesses strengths and weaknesses, and gives helpful hints on getting the most out of them.

FRONT ENGINE/FRONT-WHEEL DRIVE (FF)



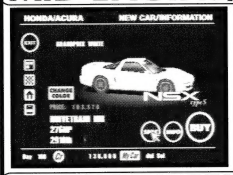
These cars are the easiest to control, as this transmission set-up reduces the vehicle's tendency to spin and lose grip. In an FF car you can take simple corners extremely quickly and easily hold the racing line. Cars in this category also fair much better in wet conditions. The disadvantage of FF transmission is that the front wheels handle the steering, braking, and acceleration, which can lead to problems and excess tire wear.

FRONT ENGINE/REAR-WHEEL DRIVE (FR)



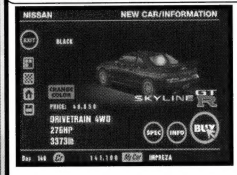
This transmission set-up is the most popular for small sports cars, as it offers a number of big advantages. First off, it has good weight balance (nearly an ideal 50-50). Secondly, it uses the front wheels for steering and the back for acceleration, which spreads the responsibilities and evens out tire wear. In addition, rear wheel drive makes it easy to "drift" the car around turns (see "Advanced Driving Techniques" section), which gives you the opportunity to greatly improve your lap times. Once you have the fundamentals of driving sorted out, FR is the style of car to go for.

MID-ENGINE/REAR-WHEEL DRIVE (MR)

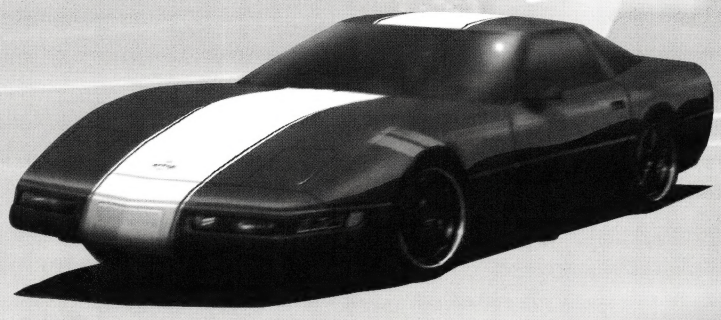


This style of transmission is designed to give the car the maximum amount of turning ability. This is achieved by positioning the heaviest part of the car—the engine—near the vehicle's center, giving it very sharp and direct steering capabilities. This is the same theory used in the construction of Indy and F1 machines. It's hard to lose control of an MR car, even under excessive braking, but the downside is that they're difficult to control, needing knowledge of weight transfer and counter-steering. For an experienced driver, a mid-engine car probably offers the best all-around package.

FOUR-WHEEL DRIVE (4WD)



A four-wheel drive car is the easiest type to drive, and therefore recommended to the novice racer. This transmission set-up is more effective in powerful engines, which makes it perfect for rally cars like the Subaru Impreza. The biggest drawback to 4WD is the mechanism required to distribute the power evenly to all four wheels. However, this problem isn't enough to stop a four-wheel drive car from holding its own against the sportier vehicles in *Gran Turismo*, and on a wet track 4WD cars are unmatchable.

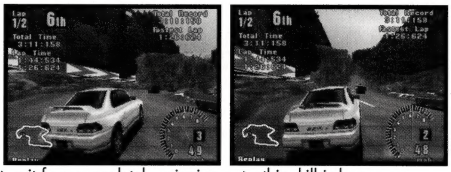


ADVANCED DRIVING TECHNIQUES

Now that we've covered the basics of driving a car at high speed, it's time to get a little more serious and look at some advanced driving techniques. You need to fully understand and master all of these techniques to become a *Gran Turismo* champion—everything from drifting your car around a corner to using over- and understeer to best effect. By the time you've finished this section of the book, you'll be just about ready to mix it up with the *Turismo* elite!

SLIDING YOUR CAR

Making you car slide is the first step toward mastering your Advanced Driving Techniques. You must deliberately make the rear wheels of the vehicle slide in a sideways motion, which causes the car to oversteer and, in turn, make it slide.



In practice, the skill of sliding an automobile is quite simple, particularly when you're driving a rear-wheel drive vehicle. At a slow speed of around 40 mph, lock the car's wheels to the right and accelerate hard at the same time. The rear wheels will spin and the vehicle will slide. Now you have created sufficient oversteer to make the car slide, you should be able to maintain this position through clever use of the joypad and accelerator button.

If the car has too much oversteer at this point, you can steer it in the opposite direction to stop it from completely spinning out—this skill is known as counter-steering, and we'll look at that in more detail shortly. Always remember that the faster the car is traveling, the harder it is to control the slide.

Here are two points to remember:

- To begin with, you may find it easier to practice sliding the car from a stationary position. Turn the front wheels fully to the right then accelerate hard. This causes the rear wheels of the car to spin and slide horizontally. Once you have this perfected, try to slide the car while it's moving.
- If you create too much oversteer, the car goes into an uncontrolled spin. You can only stop this using counter-steering or skillful use of the joypad and accelerator.

UNDERSTEER AND OVERSTEER

Learning to understand, control, and most important, use understeer and oversteer is a crucial part of *Gran Turismo*. No matter what type of car you choose to drive, you encounter these two forces every time you take the wheel!

- **UNDERSTEER:** If you turn the steering wheel and the car won't turn in the direction you want to safely make the turn, this is direct result of understeer.
- **OVERSTEER:** If you turn the steering wheel and the car turns more than you want it to, and goes into a spin, for example, this is oversteer.

COUNTER-STEERING

Counter-steering, or opposite lock, as it's sometimes referred to, is a term you'll hear a lot of throughout this book, so in this short section we explain exactly what it means.

- If you are turning through a corner and the rear end of the car begins to slide sideways to the point where you're going to spin, you should steer in the opposite direction to the turn. This counteracts the sliding motion of the car and prevents it from spinning. This skill is known as counter-steering. If you take a corner very fast, use skillful counter-steering to bring the car back under control and make the corner safely. In situations like this, counter-steering can be a driver's best friend!

SPIN TURNS

The spin turn, or park-brake turn as it is sometimes called, is one of the most useful techniques you'll ever learn. This procedure involves pulling on the park-brake as you enter a corner then steering into the turn as you normally would. This shifts the car's weight to the front of the vehicle and causes oversteer. As the back end of the car begins to slide, press the accelerator to re-apply the power. This combination of oversteer, steering wheel balance, and acceleration turns the car through 180° while you maintain full control.

Check out the following hints when trying a spin turn:

- Once you get the basic 180° spin turn perfected, you should try and continue the spin for longer. It's possible to perform consecutive 360° spins without stopping, but this requires skillful balancing of steering and the accelerator, plus lots of practice!
- Don't be too put off if you accidentally spin the car completely around—this means that you're very close to perfecting spin turns. All you need to do in this situation is to slightly ease off with the oversteer and you'll have things just about perfect.
- The final thing to remember is that you shouldn't expect to have this skill mastered in a few tries. It takes time and practice to perfect the art of spin turning.

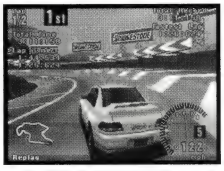
FAINT MOTION

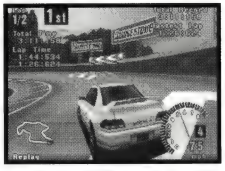
This may sound like a complicated principal to understand, but it's actually quite simple and probably the easiest of all the advanced driving techniques. Faint motion is when you slightly turn in the opposite direction you want to go just before you make the actual turn.

For example, if you want to make a sharp right turn, you should flick the wheels of your car to the left just before turning to the right. Doing this makes the turn much easier, while causing the car to drift, which means you can take the turn at greater speed.

- Using faint motion is a great way to help you achieve oversteer. This is particularly useful when you're learning how to slide a car, as it makes the business of drifting much easier.
- If you can skillfully use faint motion, it becomes possible to keep your car drifting on a straightaway! This is a technique rally drivers use to create large amounts of drift, which makes it possible to take extremely sharp turns at high speeds.

INERTIAL DRIFT





This is the ultimate in advanced driving skills. You may think that counter-steering, faint motion, or braking drift is tough, but to call yourself a true master of *Gran Turismo*, you must be able to understand and control inertial drifting.

Inertial drift is not like any of the other styles of drifting we have previously looked at, but it's this fact that makes it the fastest possible way to make it around any turn. You must enter a corner at high speed, almost to the point where you create too much oversteer and spin out, causing the rear tires to slide sideways. As this happens you must control the car's slide with skillful use of the accelerator and joypad, applying slight counter-steer (turning in the opposite direction to the turn itself) to keep the car sliding while moving forward.

Sounds tough? It is, so here are a few things to bear in mind as you practice:

- To create inertial drift, you must enter a turn at a high speed then be ready to control the slide with the accelerator button and joypad. This requires precise and skillful control of both.
- As you use inertial drift to slide around the turn, you should ideally have the joypad in a slight counter-steering position, while using the accelerator to keep the car moving. Understanding and using counter-steer is a crucial part of inertial drift.
- If you are experiencing under-steer as you take a turn, try to steer the car into the corner earlier. This gives the rear wheels more time to slide around to the desired position, so you can use the counter-steering technique to keep the car in the correct position at an earlier point. As a rule of thumb, if your car is under-steering, you need to be more aggressive going into turns.

ARCADE MODE

The Arcade mode gives you the opportunity to play *Gran Turismo* as a simple racing game. Select this option and you can start a single race, time trial challenge, two-player head-to-head battle, or even go for the Bonus Items menu! In this section we introduce you to each Arcade option, giving advice and tips when necessary.

SINGLE RACE

This allows you to enter a one-off race that gives you the chance to get used to the game and experience the amazing graphics, sound, and playability of *Gran Turismo* without all the options and complications that you get in other modes of play.

DIFFICULTY

After you select a Single Race, first select a difficulty setting: Hard, Normal, or Easy. This option affects the skill and speed of your opponents. If you're just starting to play *Gran Turismo*, go for Easy—but pretty soon this seems *too* easy! The Normal setting is the best, as it offers a good challenge without being too tough. The Hard setting is the ultimate challenge. With this setting, the CPU cars are fast and hardly ever make a mistake.

DRIVING STYLE

There are two driving styles that affect how the car handles; choose Standard or Drift. This option is simply a case of choosing the style you prefer—you gain no advantage by selecting one or the other, it's just whichever you're more comfortable with.

Select the Standard option and the car handles like it's glued to the road—it's difficult to slide the car around bends or get it sideways. This basically means it plays like an arcade racing game—speed, speed, and more speed. If you select the Drift option, you get a much more realistic control style that allows you to slide the car around corners.

TRANSMISSION TYPE

You next choice is whether you want Manual or Automatic transmission. Once again, this choice is basically a case of which you prefer. There's hardly any difference in terms of speed, although you may notice a slight improvement in your car's acceleration when you use a manual gearbox. Novice players should go straight for the Automatic option, as it's much easier—two less controller buttons to worry about!

TRACKS

Now you select the track you wish to race on. To begin with, you can only choose from four tracks:

HIGH SPEED RING
TRIAL MOUNTAIN
GRAND VALLEY (EAST SECTION)
CLUBMAN STAGE ROUTE 5

However, there are four more tracks to uncover. Each time you win in all three car classes (A, B, and C) on any one track, a new circuit is added to the list. The four new tracks are:

AUTUMN RING
DEEP FOREST
SPECIAL STAGE ROUTE 5
GRAND VALLEY

MANUFACTURERS

Choosing your car is probably the most important part of the Arcade set-up. Here is a complete list of the manufacturers and the cars they offer from the beginning of the game, complete with each vehicle's class, speed, acceleration, and handling ratings out of five, plus the type of "drive" the car has.

NISSAN

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
SkyLine GT-R V-Spec	A	4	5	5	4WD
Fairlady Z Version S Twin Turbo 2 Seater	A	4	4	3	FR
180 SX Type X	B	3	3	3	FR
Primera 2.0 Te	C	2	1	3	FF

HONDA®/ACURA®

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
NSX Type S	A	4	5	5	MR
Prelude '93 VTEC	B	3	3	3	FF
Integra Type R	B	3	2	5	FF
Civic 3 Door	C	2	2	3	FF

MAZDA

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
Efini RX-7 Type RB Bathurst '96	A	4	5	5	FR
Savanna RX-7 III	B	2	3	4	FR
Eunos Roadster	C	1	1	4	FR
Roadster RS	C	2	2	4	FR

MITSUBISHI

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
GTO Twin Turbo '96	A	4	5	4	4WD
Eclipse	B	3	5	5	FF
FTO GPX	B	3	3	5	FF
Mirage Asti RX	C	2	2	4	FF

ASTON MARTIN

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
DB7 Coupe	A	4	5	2	FR
DB7 Volante	A	4	5	2	FR

CHEVROLET®

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
Camaro® Z28®	A	4	4	2	FR
Corvette®	A	5	5	3	FR
Corvette Grand Sport™	A	5	5	3	FR
Corvette 427 Coupe	A	5	5	1	FR

HIDDEN MANUFACTURERS

When you have uncovered all the tracks, the next task is to uncover the hidden manufacturers by winning each of the new tracks in all three car classes. So for example, if you come in first on the Autumn Ring in all three classes, the Toyota group is added to the list of manufacturers. Here's which manufacturer is uncovered via which track:

AUTUMN RING	TOYOTA
DEEP FOREST	SUBARU
SPECIAL STAGE ROUTE 5	DODGE®
GRAND VALLEY	TVR

TOYOTA

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
Supra RZ '96	A	4	4	5	FR
Celica GT-Four	A	3	4	4	4WD
MR2 GT-S	A	4	4	5	MR
Soarer 2.5 GT-T VVTi	B	2	3	3	FR

SUBARU

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
Impreza WRX Sti Version III '96	A	3	5	5	4WD
Legacy Touring Sedan RS '96	A	3	3	4	4WD
Impreza Wagon WRX STi Version III '96	A	3	5	5	4WD
Legacy GT-B Touring Wagon '96	A	3	3	5	4WD

DODGE®

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
Concept Car	A	5	5	4	FR
Viper GTS	A	5	5	4	FR
Viper RT/10	A	5	5	4	FR

TVR

CAR	CLASS	SPEED	ACCELERATION	HANDLING	DRIVE
Cerbera	A	5	5	3	FR
Griffith 500	A	5	5	4	FR
Griffith 4.0	A	5	5	4	FR

HIDDEN STAFF MOVIE

If you manage to complete all three classes and win on every track in the normal difficulty mode, including the hidden ones, you're treated to the Staff Movie Credit sequence. This movie is added to your list of uncovered Bonus Items, so you can view it in the future, provided you save the game to a memory card.

HIDDEN GT HI-RES MODE

This is probably the best hidden extra you can uncover in Arcade mode. If you're skillful enough to win on all eight tracks in all three classes on the Hard difficulty setting, you uncover the excellent GT Hi Res mode.

This option lets you race on three courses: Clubman Stage Route 5, Special Stage Route 5, and Special Stage Route 11. The track layout is the same, but the screen resolution and polygon texture quality is much higher than before, and the frame rate is increased, so the whole game runs much faster.

GENERAL RACING TIPS

Here are a few basic tips and driving hints to help you through Arcade Mode. Follow this advice and you'll have the secret tracks, hidden manufacturers, and other Bonus Items uncovered in no time!

- Try and stay off the grass and gravel. Grass offers hardly any grip, and gravel makes your car uncontrollable. It may be tempting to mount the gravel traps when overtaking, but the grit slows you down so much, you're asking for opponents to catch you.

- Choosing your car is an important task—you must select a vehicle that suits your driving style. Every car is like the real thing, and this means they all have good and bad points. Some have rear-wheel drive with a mid-engine, some have a front engine but four-wheel drive, some have front-wheel drive and a front engine position. If you find steering difficult, choose a car with good handling, usually a four-wheel drive machine. However, if cornering isn't a problem, you should select a car with a high top speed. Basically, think carefully before selecting your car— unless you're a *Gran Turismo* master, don't pick a car just because you like its color!

- At the start of a race, don't worry if your opponents get a better start and race past you. As the race progresses you'll have plenty of chances to make up time. The key is not to panic, as this distracts you from the business at hand, namely, catching your opponents and improving your position.

- The car you have chosen has a large effect on how you take the corners, but a basic knowledge of the track you're racing on greatly improves your lap times. You need to know which turns you can take at full speed and which you need to slow down for. Check out the "Tracks" section at the back of the book, where you find a map of each circuit, along with precise times for the difficult sections of the lap.

- Don't throw your car too heavily over the curb—it does the suspension no good at all, plus you lose grip and control of the car. The occasional cutting of corners saves you a second and it's worth doing occasionally, but don't try too hard or you'll end up on the grass or, worse still, a gravel trap. A major crash often ruins your chance of winning.



TIME TRIAL

This is a time trial mode. You can select any track that you have uncovered and post times for the fastest lap and fastest overall time. The best times are recorded, along with the player who achieved them and the car they used. As your driving ability improves and you uncover more and better cars, you can return to this option and improve your times.

TWO-PLAYER BATTLE

All good driving games have a two-player option and *Gran Turismo* is no exception. This option uses a horizontal split-screen view that puts player one on the top screen and player two on the bottom.

First, both players have to select a car. You can choose any vehicle that's instantly selectable or has been uncovered in Arcade mode. Next select the track on which you're going to race. Once again, you have the basic selection plus any that have been uncovered in Arcade mode.

Now it's time for the business of actually racing! Because human players don't react the same as the computer-controlled cars in a given situation, you have to change the way you drive accordingly. Here are some tips to bear in mind for head-to-head races:

- A human player is much more aware of their position in a race than a computer opponent can ever be, so if they're lagging way behind, they start to panic and are more likely to make mistakes. Getting a good start puts your opponent on the defensive and under pressure early in the race, so always try and make the first couple of turns your best. This tactic doesn't work against CPU cars because they don't understand or care if they're miles behind and are going to be beaten. A human player tries to do everything in their power to turn things around, and unless they have exceptional driving ability, panicking can mean only one thing—crashing!

- If you have a lead of more than 10 seconds, the race should be in the bag. Stay on the track and take the corners at safe speeds—basically, play a safe race and let your opponent do all the work. As the race get closer to the finish, he or she will get more and more on edge and lose concentration.

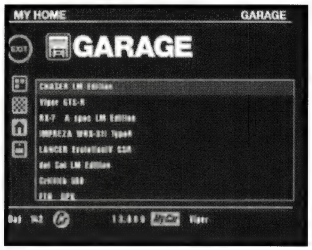
- If your opponent is right behind you and trying to overtake, don't be afraid to block them by weaving across the track. Use the inside view with the driving mirror to watch your opponent as he or she moves up behind you. When he or she tries to overtake, move into his or her path. This isn't sportsmanlike, but if it's a race to the finish and your opponent is trying to steal victory, anything goes!



MY HOME

My Home is the section that's found in the center of the dealer screen. Here you can perform a number of basic tasks, from selecting a car to saving your progress. In this short section, we take a look at how these options are used.

GARAGE



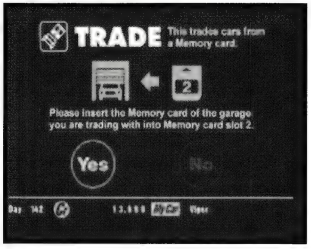
As you may expect from a garage, this is where you find the cars that you own. A list of them and the current time are displayed. You can check out your vehicles' specifications, dealer information, or jump into one of your machines and take it for a spin!
To select a car, move the red bar over it and press the X button. On the information screen that appears, there are a further three options:
Spec: This gives an overall idea of the car's performance
Info: This is a detailed description of the vehicle from its manufacturer
Get In: Choose this option and you use this car for the next race

LOAD & SAVE



This option allows you to save your current position or load a previously saved game from a memory card. When you save a game, all the information from Arcade and Simulation modes are stored, including car settings.
To perform one of these operations, select "Load" or "Save" and press the X button. Please note that when you're saving or loading, you should not remove the memory card from the PlayStation, else any data on the card is likely to be lost.

TRADE



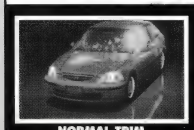
This allows you to transfer a car from a memory card to your garage. Using the Trade function, you can take your memory card around to a friend's house and transfer your wonder car into his or her PlayStation. Any modifications you have made to it are included in the saved car file. As with the Load & Save option, please note you should not remove the memory card from the PlayStation while data is being loaded.

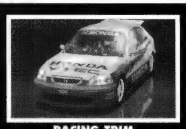
HONDA®

CIVIC

NEW MODELS

CIVIC

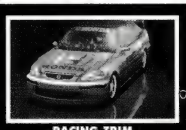

NORMAL TRIM


RACING TRIM

MODEL:	CIVIC 3-DOOR
PRICE:	17,280
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	106 HP
WEIGHT:	2253 lb

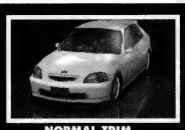
CIVIC

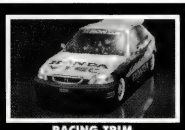

NORMAL TRIM


RACING TRIM

MODEL:	CIVIC SEDAN
PRICE:	18,280
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	127 HP
WEIGHT:	2517 lb

CIVIC


NORMAL TRIM


RACING TRIM

MODEL:	CIVIC (RACER)
PRICE:	19,980
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	182 HP
WEIGHT:	2314 lb

PROS & CONS

The Honda® Civic is a great little car to start your racing career with, for two excellent reasons. First of all, it's cheap. You can get a good second-hand model for as little as 7,000 Credits, which still leaves you a large portion of your start-up money to spend on modifying it into a racing machine. The other reason that makes the Civic such a good first car is its transmission set-up. It has a front engine, front-wheel drive system that makes it extremely easy to control—great for novice drivers. A front-wheel drive vehicle is far less likely to slide as you take a turn at high speed.

A downside to the Honda® Civic is that if you leave it as standard, it lacks power. However, this can be solved with a few simple upgrades, so check out the panel at the bottom of this page for a few ideas in this area. As well as the cost of modification, the initial price can become an issue. While a second-hand Civic is inexpensive and represents good value for the money, new models are quite expensive.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
CIVIC	CIVIC '93 3-door	FF	NORMAL	125 HP	2094 lb
CIVIC	CIVIC '91 CR-X Si	FF	NORMAL	108 HP	2173 lb
CIVIC	CIVIC '93 SEDAN	FF	NORMAL	125 HP	2275 lb
del Sol S	'93 DEL SOL S	FF	NORMAL	102 HP	2286 lb
del Sol Si	'93 DEL SOL Si	FF	NORMAL	125 HP	2286 lb

MUGEN 無限 POWER

UPGRADING THE HONDA® CIVIC

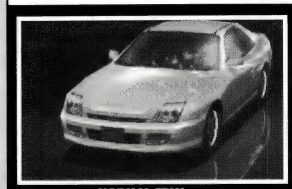
You should first beef-up your Honda® Civic's HP to give yourself more power to play with. Go to the Muffler and Air Filters section of the modifications page and buy the semi-racing set-up. This improves the Civic's horsepower rating from the standard 164 to a competitive 178 HP, at the bargain price of 3,000 Credits. The reason you should choose the semi-racing muffler over the full racing kit, which boosts the car's horsepower to a staggering 187, is that the semi-racing version needs no changes to other components, like gear ratios, to make best use of the new muffler. When the semi-racing kit is fitted to a normally aspirated engine, the engine is always correctly tuned.

HONDA®

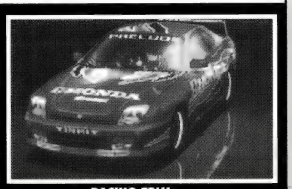
PRELUDE

NEW MODELS

Prelude



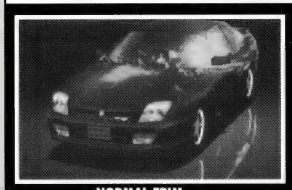
NORMAL TRIM



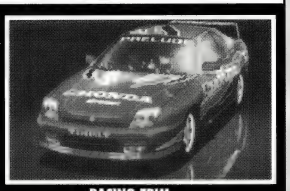
RACING TRIM

MODEL:	PRELUDE
PRICE:	18,830
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	195 HP
WEIGHT:	2954 lb

Prelude SH



NORMAL TRIM



RACING TRIM

MODEL:	PRELUDE Type SH
PRICE:	26,530
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	195 HP
WEIGHT:	3042 lb

PROS & CONS

⊕ The Honda® Prelude is a slightly heavier but more powerful version of the Civic. However, the basic model Prelude costs around 19,000 Credits, which is actually a little cheaper than the Civic. In terms of value for money, the Honda® Prelude is one of the best cars in the entire game, offering power without major cost. Better still, a few simple modifications transforms it into a real beast! As with the Honda® Civic, the Prelude features a front-wheel drive, front engine transmission set-up that gives it excellent road-holding stability—it can make turns quickly and safely. The Prelude is a good choice for the driver who wants something a little more powerful without getting out of his or her depth too soon.

⊖ While the basic Prelude represents good value, the situation changes somewhat when you want a better model in the range. A Prelude Type SH costs a cool 26,000 Credits! This puts it in the same price bracket as some top quality cars, including the mighty Subaru Impreza, and when you put it into this context, you can see why many drivers overlook the Prelude in favor of something with a bit more power! This isn't to say that the Prelude is a bad car in itself, but the top model is probably too costly to make it a viable purchase.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
Prelude Si	PRELUDE '93 Si	FF	NORMAL	160 HP	2865 lb
Prelude VTEC	PRELUDE '94 VTEC	FF	NORMAL	190 HP	2932 lb

MUGEN POWER

UPGRADING THE HONDA® PRELUDE

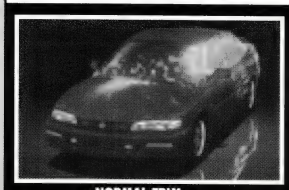
The first thing to do with your newly acquired Honda® Prelude is to boost its horsepower, so to this end, go to the Mufflers and Air Filters section. Buy a semi-racing muffler to take the Prelude from the standard 188 to a respectable 201 HP. This modification only costs 3,000 Credits and requires no other changes to the car, as the Prelude is a normally aspirated car. Now go to the Engine section of the Tune-Up Shop, then to Normal Tuning, where you should purchase a Stage 2 tune-up. While this modification costs a hefty 12,000 Credits, it boosts your vehicle's power from 201 to a race-ready 269 HP. The Stage 3 tune-up is even better, as it takes the Prelude to a staggering 343 HP, but the 60,000-Credit price tag makes it too expensive for most budgets.

HONDA®

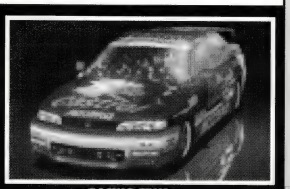
ACCORD

NEW MODELS

ACCORD



NORMAL TRIM



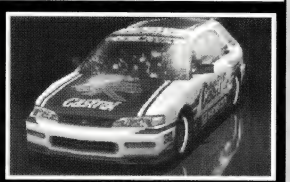
RACING TRIM

MODEL:	ACCORD SEDAN
PRICE:	23,540
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	170 HP
WEIGHT:	3284 lb

ACCORD WAGON



NORMAL TRIM



RACING TRIM

MODEL:	ACCORD WAGON
PRICE:	26,980
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	145 HP
WEIGHT:	3196 lb

PROS & CONS

⊕ The great thing about the Honda® Accord is the 170 HP that the 2.7-liter, 24-valve engine features as standard, giving it a fast rate of acceleration and a high top speed. With a little modification in the right places, you can turn it into a real race-winner. In addition to its power, the Accord has the advantage of front-engine, front-wheel drive transmission, which means it holds the road well, even on sharp corners. This makes it a good choice for novice players, or drivers who prefer more control than a rear-wheel drive car can offer.

⊖ The Accord is let down by its weight—it's 3,284 lb, as standard, a little heavy for the horsepower it can deliver. Another problem is that it's expensive, particularly when you're on a limited budget and consider the other options available. The Accord Sedan costs 23,540 Credits and is the better of the two models, as it has more horsepower with less bodyweight, but 23,540 is still a lot to pay.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

MUGEN 無限 POWER

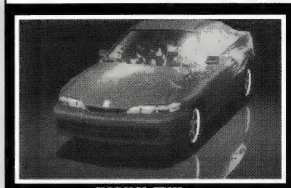
UPGRADING THE HONDA® ACCORD

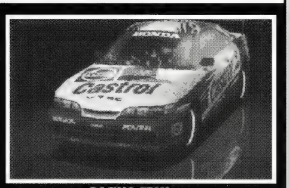
As ever with a normally aspirated car, the first and probably most important modifications to make are to the air filter and muffler, so go to the Mugen Power Honda® parts department and head for the Muffler section. Here you should opt for the racing muffler; this costs 4,500 Credits and may require you to tweak the car's gear ratios. However, it takes the Accord from its standard power output of 181 to 204 HP, which certainly comes in handy when you start to race. Now go to the "Other" section of the Honda® parts center and select Weight Reduction. Buy Stage 2 to lower the car's overall weight—one of its biggest flaws in its standard form. This modification makes the Accord more powerful and responsive and only costs 5,500 Credits.

ACURA® INTEGRA

NEW MODELS

INTEGRA


NORMAL TRIM



RACING TRIM

MODEL:	INTEGRA GSR
PRICE:	19,580
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	170 HP
WEIGHT:	2667 lb

INTEGRA TYPE R


NORMAL TRIM



RACING TRIM

MODEL:	INTEGRA TYPE R
PRICE:	22,280
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	195 HP
WEIGHT:	2594 lb

PROS & CONS

The Acura® Integra is a front engine, front-wheel drive car, which makes it perfect for expert and novice *Gran Turismo* drivers alike. The front-wheel transmission gives the Integra great grip and road-holding ability, even through difficult corners and tricky twisty sections. In fact, this vehicle's road presence is only bettered by the game's four-wheel drive cars. While the Integra's power-to-weight ratio isn't anything to write home about in its standard form, a few modifications are all you need to turn this baby into a race demon. For example, reducing the weight of the car vastly improves the ratio, giving you much better acceleration and a higher top speed.

The first and foremost problem with the Acura® Integra is that you can't get a second-hand model, which means that the cheapest Integra costs a hefty 19,580 Credits, putting it in the same price bracket as some of the best cars in *Gran Turismo*. Unless you're a real fan of the Integra, the chances of you choosing it over something like the Subaru Impreza, for example, are minimal. The other problem with the Integra is its power-to-weight ratio. This crucial factor is quite low, due to the vehicle's large body size.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

MUGEN POWER

UPGRADING THE ACURA® INTEGRA

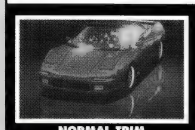
The Integra is another normally aspirated car, so a good quality muffler increases its power rating considerably. This modification also has the advantage of being very cheap! Go to the Mufflers and Air Filters section and buy a semi-racing muffler—this costs a minimal 3,000 Credits but increases the Integra's horsepower from the standard 189 to 205 HP. Not only is this modification cost-effective, it doesn't require any changes to the car's gear ratios and the like. However, if you have a few more credits to spare, you could go for the racing muffler, which costs 4,500 Credits and takes the Integra's power up to 213 HP. You should note that this muffler may affect your car's low-end torque and engine characteristics, which may require you to make changes to the gear ratios.

ACURA®

NSX

NEW MODELS

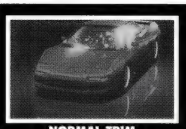
NSX


NORMAL TRIM


RACING TRIM

MODEL:	NSX
PRICE:	91,070
DRIVE TRAIN:	MR
ASPIRATION:	NORMAL
POWER:	290 HP
WEIGHT:	3068 lb

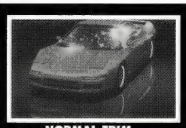
NSX *typeS·Zero*


NORMAL TRIM


RACING TRIM

MODEL:	NSX TYPE S ZERO
PRICE:	98,570
DRIVE TRAIN:	MR
ASPIRATION:	NORMAL
POWER:	276 HP
WEIGHT:	2799 lb

NSX *typeS*


NORMAL TRIM


RACING TRIM

MODEL:	NSX TYPE S
PRICE:	103,570
DRIVE TRAIN:	MR
ASPIRATION:	NORMAL
POWER:	276 HP
WEIGHT:	2910 lb

PROS & CONS

The flagship of the Acura® range, the NSX has a 3.2-liter engine, with six-speed manual transmission that comes together to produce 276 horsepower at 7,300 rpm and gives the car a 0–60mph time of less than five seconds. Even the cheapest of the NSXs, which is still a staggering 91,070 Credits, has an amazing 290 HP. This is actually more than the two models above it in the range, but the heavier body makes the basic model slightly slower. All in all, the Acura® NSX is an amazingly fast car that proves tough to beat.

In terms of specification, the Acura® NSX has it all. However, all this power comes with a hefty price, and this is by far the biggest headache for the NSX owner. With even the basic model costing 91,070 Credits, you get some idea of how much this range of cars costs. The mid-range NSX Type S Zero costs 98,570, and the top-of-the-range Type S weighs in at a mind-blowing 103,570 Credits! While these are cheap compared to some of the special edition cars in *Gran Turismo*, you have to remember that we're talking about standard vehicles.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NSX	NSX '91	MR	NORMAL	270 HP	3009 lb
NSX	NSX '93	MR	NORMAL	270 HP	3020 lb

MUGEN POWER

UPGRADING THE ACURA® NSX

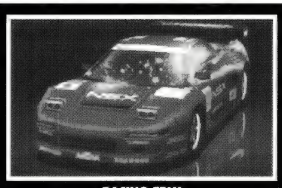
When you have finally saved up enough credits to buy an NSX, the next stage is to tune up the car so you can get even more out of this beast! The first modification you should make, as you should with any normally aspirated vehicle, is to replace the air filter and muffler, so go to the Honda®/Acura® parts department and buy the racing muffler from the relevant section. This costs a minimal amount of credits but increases the NSX's horsepower by around 25 HP. However, please note that this muffler also requires you to make some minor changes to the car's gearbox ratios. You can get away without doing this but you won't get the full advantage of the modification.

ACURA®

SPECIAL MODEL

NSX-R LM GT2

NSX-R



RACING TRIM

MODEL:	NSX-R LM GT2
PRICE:	500,000
DRIVE TRAIN:	MR
ASPIRATION:	NORMAL
POWER:	549 HP
WEIGHT:	2314 lb

PROS & CONS

This is quite simply the best Honda®/Acura® car in *Gran Turismo*. The NSX-R LM GT2 has one of the best power-to-weight ratios in the entire game, giving it awesome acceleration and top speed. In addition, it has excellent road-holding capabilities, enabling the GT2 driver to take sharp corners at seemingly impossible speeds. Another major advantage lies in the fact that this is a limited edition model, so you don't need to modify it. The NSX-R LM GT2 comes fully race-prepared, with only the best components and accessories fitted, so you don't have to spend any more money once you have shelled out the staggering 500,000 Credits this baby costs.

Finding something negative to say about the NSX-R LM GT2 is difficult, as this car really does have everything you could ever wish for! In fact it's the best car in *Gran Turismo*, alongside the Subaru Impreza Limited Edition. Aside from the prohibitive cost, the only negative point is that the suspension set-up is a little hard—if you hit a curb, the NSX-R LM GT2 bounces around, making it difficult to keep under control if you're not an experienced driver.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

MUGEN 無限 POWER

UPGRADING THE ACURA® NSX-R LM GT2

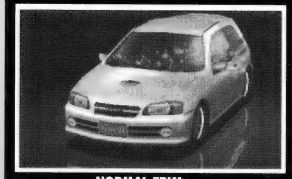
It takes a long, long time to save enough money to buy this ultimate car, so you'll be relieved to learn that it requires no modification. The NSX-R LM GT2 is a limited edition vehicle, and as such come fully race-tuned. The only thing you may wish to change is the tire selection for your new vehicle, and this can be done through the Mugen Tune-Up Shop.

TOYOTA

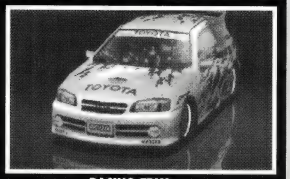
NEW MODELS

STARLET

STARLET GLANZA V



NORMAL TRIM



RACING TRIM

MODEL:	STARLET GLANZA V
PRICE:	14,300
DRIVE TRAIN:	FF
ASPIRATION:	TURBO
POWER:	133 HP
WEIGHT:	2028 lb

PROS & CONS

The Starlet Glanza V is a brilliant little car, and one of the best in the game to start your racing career in. This is the case for a number of excellent reasons: Firstly, its relatively cheap—for 14,300 Credits you get a brand new model that's capable of beating cars from the grade above it. The second reason the Starlet Glanza V makes such a good first car is the front engine, front-wheel drive system that makes the car extremely easy to control, particularly good for novice drivers. The 1.4-liter, four-cylinder DOHC turbo engine is capable of producing 133 HP, and all this in a car that weighs a mere 2,028 lb.

On the downside, the Starlet Glanza V isn't the sort of car you can drive roughly over curbs and the like; you must always take care and keep it under full control, or you fall foul of its "uncontrollable streak" and rapidly find yourself in big trouble. The other major problem with the Starlet is that you cannot buy a used model. In fact there isn't even a cheaper version of the new model, so you have to shell out the 14,300 Credits that the Glanza V costs or forget about this car altogether.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

Racing Development TRD

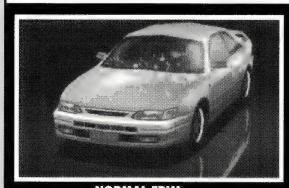
UPGRADING THE TOYOTA STARLET

The first thing you need to do is increase the Starlet's horsepower, to give you more straight-line speed to play with. Go to the Muffler and Air Filters section of the modifications page and buy the semi-racing set-up. This increases the Starlet power rating from the standard 133 to a competitive 140 HP for the bargain price of 2,800 Credits. The reason you should choose the semi-racing muffler over the full-racing kit, which potentially boosts the Starlet's horsepower to 145, is that you don't need to alter other elements, like gear ratios, to make best use of the new component. When the semi-racing upgrade is fitted to a normally-aspirated engine, the engine will still be correctly tuned. However, if you feel like taking on this extra modification, get the more expensive racing muffler instead.

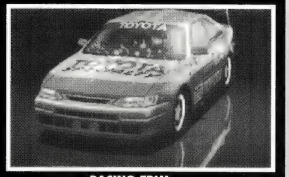
TOYOTA COROLLA

NEW MODELS

COROLLA LEVIN BZ-G



NORMAL TRIM



RACING TRIM

MODEL:	COROLLA LEVIN BZ-G
PRICE:	16,900
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	162 HP
WEIGHT:	2270 lb

PROS & CONS

The biggest thing in the Toyota Corolla's favor is its front engine, front-wheel drive configuration, which gives it excellent handling, good stability, and great front-end grip. In short, cornering is a breeze in the Corolla, even for rookie drivers. This obviously makes it the ideal choice for newcomers to *Gran Turismo* and even intermediate players who aren't quite ready to advance onto the much trickier rear-wheel drive vehicles. The other major plus point is the Corolla's second-hand availability—you can buy a used car for around the 6,500-Credit mark! A real bargain!

A major problem with the Toyota Corolla is that you'll probably outgrow it quickly. Although the FF system gives you road-holding stability and ease of use—a major bonus when you're a beginner, as your skills progress you'll want to use advanced driving principles like drift and rear-wheel slide to improve your cornering and therefore your lap times. The Corolla makes these techniques very difficult to pull off, which is a bigger problem the better you get. It can be a competitive car but the driver must understand and stay within the vehicle's limitations, even if this means adapting his or her driving style.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
COROLLA LEVIN 1600GT APEX	COROLLA LEVIN 1600 GT-Apex	FR	NORMAL	128 HP	2039 lb

Racing Development TRD

UPGRADING THE TOYOTA COROLLA

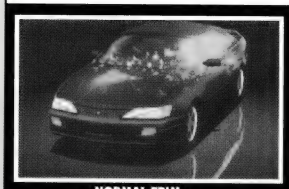
The most important thing to do is increase your Toyota Corolla's straight-line speed, so this is what we'll do in this section. First go to the "Others" option in the parts section of the Toyota dealership and reduce the weight of your car. Buy a Stage 1 conversion for only 1,200 Credits, then proceed with Stage 2, which costs a further 5,500 Credits. These two modifications reduce your Corolla's weight from the standard 2,270 lb to a trim 1,929. This modification allows more of the vehicle's power to be translated into speed. Next head to the Engine section and get an NA tune. If you can afford it you should go for the Stage 2 tune-up that costs 12,000 Credits and takes the Corolla to a powerful 179 HP. However, if you haven't got the money to spare, go for the next best thing—a Stage 1 tune-up costs 4,000 Credits and increases the car's horsepower by 10 points.

TOYOTA

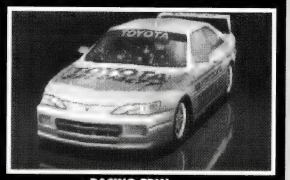
NEW MODELS

SPRINTER

SPRINTER
TRUENO
BZ-G



NORMAL TRIM



RACING TRIM

MODEL:	SPRINTER TRUENO BZ-G
PRICE:	16,900
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	162 HP
WEIGHT:	2270 lb

PROS & CONS

⊕ The biggest thing in the Sprinter's favor is the front engine, front-wheel drive configuration that gives it excellent handling, good stability, and great front-end grip. This makes cornering a breeze, so it's easier to drive through even difficult sections of the tracks. It's this very reason that makes the Sprinter the ideal choice if you're a rookie driver and haven't yet got the skills to handle a hard-to-control rear-wheel drive vehicle. The other major thing that's good about the Sprinter is that the used model is so cheap—6,000 Credits gets you a GT model!

⊖ It's not a fault of the Sprinter itself, but as you become used to *Gran Turismo* your skill level will soon exceed the car's abilities. The basic problem is that while the FF system gives you stability and ease of use in your early days as a driver, at some point you'll want to improve your lap times with drift and rear-wheel slide techniques. It's very difficult to do these things in a Sprinter, so in tougher races you'll be left behind. This problem becomes more obvious the better you get, so you have to adapt your playing style to ignore the advanced driving techniques or trade up to a better car.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
SPRINTER TRUENO GT APEX	SPRINTER TRUENO GT-Apex	FR	NORMAL	128 HP	2039 lb

Racing Development
TRD

UPGRADING THE TOYOTA SPRINTER

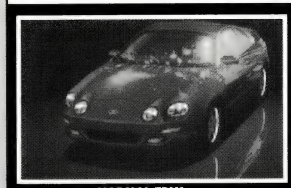
Go to the "Others" section in the Toyota TRD parts department and choose Weight Reduction, the first stage in improving the Sprinter's speed. Spend 1,200 Credits on a Stage 1 conversion, then go right to Stage 2—another 5,500 Credits. These two adjustments cut the Sprinter's weight by 341 lb, from 2,270 to a lean 1,929 lb. Now the vehicle's lighter, more of its power can be devoted to the all-important straight-line speed. Now choose the NA Tune option in the Engine section. If you can afford it, you should go for Stage 2 tune-up; this costs 12,000 Credits and increases the power to 179 HP. If this seems too expensive, spend 4,000 Credits on the Stage 1 tune-up that only improves the Sprinter's output by 10 HP.

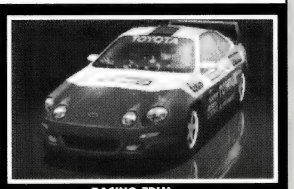
TOYOTA

CELICA

NEW MODELS

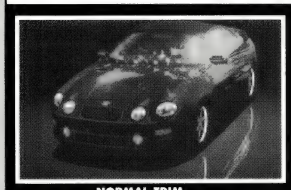
CELICA SS-II

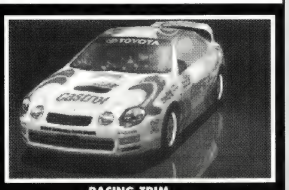

NORMAL TRIM


RACING TRIM

MODEL:	CELICA SS-II
PRICE:	21,360
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	177 HP
WEIGHT:	2645 lb

CELICA GT-FOUR


NORMAL TRIM


RACING TRIM

MODEL:	CELICA GT-FOUR
PRICE:	32,660
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	251 HP
WEIGHT:	3042 lb

PROS & CONS

The Toyota Celica comes in two different models, the basic SS-II and the top-of-the range GT-Four. However, they couldn't be more different in terms of specification and price. The saying "You get what you pay for" comes into effect: The GT-Four features a 2.0-liter, four-cylinder DOHC, turbo-charged engines capable of producing 251 HP, but the much cheaper SS-II runs off a normally aspirated 2.0-liter engine that only produces 177 HP. However, this variation in price is a good thing, because you can buy the model that you can afford, safe in the knowledge that you're getting a good all-around sports car, whichever you go for.

The biggest problem is a financial one—there are no used Toyota Celicas available. The cheapest way to get one of these vehicles is to spend 21,360 Credits on the standard Celica SS-II. The other option is the all-conquering Toyota Celica GT-Four, if you're prepared to spend 32,660 Credits. It would be the perfect "second car" for the developing driver if you could buy a cheap used model, but as it stands the Toyota Celica is a great car that's too expensive for many players.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

Racing Development TRD

UPGRADING THE TOYOTA CELICA

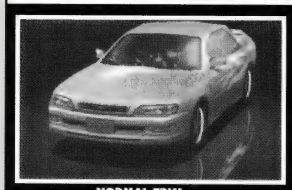
The first thing to change on your Celica is the suspension, go to that section of the Toyota parts department and buy the semi-racing set-up. This is the intermediate upgrade and only costs around 7,500 Credits. Once this suspension is fitted, go for the Stabilizers option—buy medium stabilizers for the front and rear of the car, costing a mere 500 and 400 Credits respectively. This helps to make the car easier to control, which in turn makes it faster around corners. The next thing to change is the muffler, so go to the corresponding section of the parts department and buy a semi-racing muffler. This costs 3,000 Credits and improves the Celica's power from 251 to 262 HP. For a final modification—if you have funds—go the Turbo option and buy a racing intercooler. This improves the car's horsepower by 17 points, to give a total of 279 HP. Better still, you now have suspension that's capable of handling it.

TOYOTA

NEW MODELS

CORONA EXIV

CORONA EXIV 200GT



NORMAL TRIM



RACING TRIM

MODEL:	CORONA EXIV 200GT
PRICE:	22,290
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	177 HP
WEIGHT:	2645 lb

PROS & CONS

The Corona is Toyota's "middle of the range" car—it's slightly bigger and more powerful than the Starlet, but doesn't come close to the MR2 or Supra in terms of sheer power. However, this doesn't mean that the Corona is a bad car—quite the opposite! The Corona features a sizable 2.0 liter, four-cylinder DOHC 3S-GE engine that's similar to that of the Celica and produces a respectable 177 HP. The overall power and all-around performance of the vehicle make it a reasonable purchase.

The biggest problem with the Corona is its availability—you simply cannot buy a used model. The only way to get your hands on one of these is to shell out the 22,290 Credit asking price for a new model. This means that many drivers will overlook the Corona in favor of a better, albeit slightly more expensive, make and model. This problem is made worse when you consider that that Corona's front engine, front-wheel set-up is perfectly suited to novice drivers. Sadly, most of them won't be able to afford this car when they need it, and when they *do* have the money, they're likely to want performance that the Corona cannot offer.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

Racing Development TRD

UPGRADING THE TOYOTA CORONA

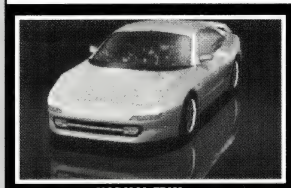
As with every normally-aspirated car, the first things to upgrade on the Corona are the muffler and air filter. Although simple and cheap replacements, this modification can do a lot for cars of this type. You have two options to consider: You can go for the semi-racing muffler at 3,000 Credits and boost the Corona's power by 10 HP. The advantage of this is that the modification ends there—just fit the new muffler and you're ready to go! If you choose the more expensive option and buy a racing muffler for 5,000 Credits, the car's power is boosted by 20 HP, but you have to adjust the Corona's gear ratios to take advantage of it. Either way, it's an easy and cheap modification that gets more speed out of your car's engine.

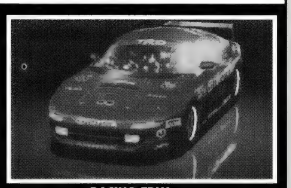
TOYOTA

MR2

NEW MODELS

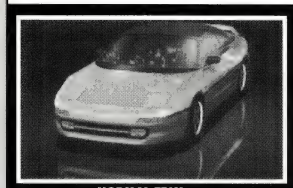
MR2 G-Limited

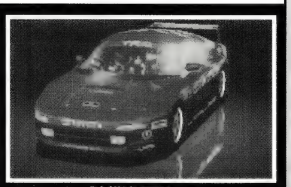

NORMAL TRIM


RACING TRIM

MODEL:	MR2 G-LIMITED
PRICE:	23,600
DRIVE TRAIN:	MR
ASPIRATION:	NORMAL
POWER:	177 HP
WEIGHT:	2733 lb

MR2 GT-S


NORMAL TRIM


RACING TRIM

MODEL:	MR2 GT-S
PRICE:	27,130
DRIVE TRAIN:	MR
ASPIRATION:	TURBO
POWER:	241 HP
WEIGHT:	2821 lb

PROS & CONS

⊕ There are two MR2 models but both have the same mid-mounted engine and rear-wheel drive set-up, giving them superb maneuverability and responsive handling. The MR2 G-Limited comes with 2.0-liter DOHC engine that delivers 177 HP, while the top-of-the range GT-S is an in-line four-cylinder turbo-charged version that's capable of 241 HP and 224.2 lb ft! All this power is packed into the compact body of the MR2—this car only weighs 2,821 lb—so you can imagine what it can do! On twisty circuits, the MR2 easily competes with cars in the next class up.

⊖ The MR2 is one of the few mid-engine, rear-wheel drive cars featured in *Gran Turismo*, but this is what makes it quite a difficult beast to get to a grip on. When you jump behind the wheel of this beauty, you experience something completely new. This is why the MR2 is a car that is best suited to drivers who have had time to get used to life in the fast lane. If you're thinking of buying an MR2—the GT-S turbo model in particular—you should first understand and be able to control all aspects of driving, including drift and sliding. If you can't, the MR2 will cause more problems than it solves!

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

Racing Development TRD

UPGRADING THE TOYOTA MR2

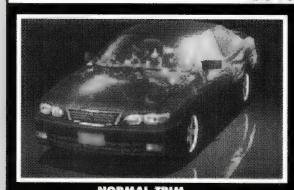
The first thing you should modify on the MR2 is its suspension—it's rear-wheel drive system tends to cause the car to lose stability and can produce noticeable body wobble when braking from high speeds and accelerating away from a turn. Go to the Suspension section and buy yourself the semi-racing set-up—this intermediate option costs around 7,500 Credits. Next buy medium stabilizers from the relevant section of the Toyota parts shop; they're 500 Credits for the front and 400 for the rear of the vehicle. Finally, go to the Tire section and get semi-racing ones, using a hard compound on the front and soft tires on the back.

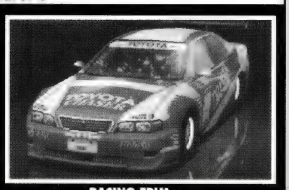
TOYOTA

CHASER

NEW MODELS

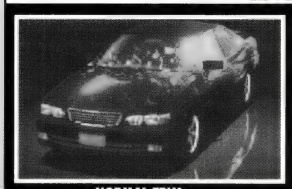
CHASER
2.5 Tourer S

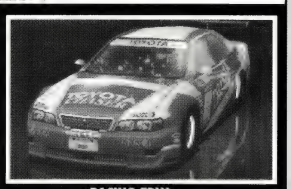

NORMAL TRIM


RACING TRIM

MODEL:	CHASER 2.5 TOURER S
PRICE:	27,500
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	197 HP
WEIGHT:	3086 lb

CHASER
2.5 Tourer V


NORMAL TRIM


RACING TRIM

MODEL:	CHASER 2.5 TOURER V
PRICE:	32,220
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3240 lb

PROS & CONS

⊕ Both of the cars in the Chaser 2.5 Tourer category are equipped with an extremely powerful engine that uses advanced technology to boost the output. The Chaser Tourer V has a 1JZ-GTE engine that's equipped with a ceramic turbo that can produce 276 HP and 278.4 lb ft; the slightly cheaper version is the Tourer S, fitted with a normally aspirated version of the same engine, and this generates 197 HP. The Toyota Chaser also comes with traction control that virtually eliminates sideways skidding and this makes the car much easier to drive.

⊖ One of the biggest problems is the Toyota Chaser's price tag! The Tourer S costs 27,500 Credits, which puts it beyond the budget of the average driver, and as you go up the range, the financial problem gets worse. The Chaser 2.5 Tourer V will cost you an amazing 32,330 Credits—and this is for a car that isn't even the top of the Toyota range. It weighs a considerable 3,240 lb, which can seriously impede the vehicle's acceleration and mid-range speed.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
MARK II 2.5 Tourer S	MARK II '92 2.5 Tourer S	FR	NORMAL	177 HP	3020 lb
MARK II 2.5 Tourer V	MARK II '92 2.5 Tourer V	FR	NORMAL	276 HP	3196 lb

Racing Development TRD

UPGRADING THE TOYOTA CHASER

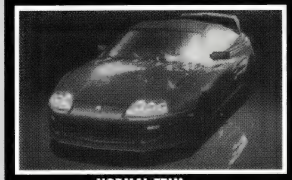
The type of modifications and the order in which you make them depend upon whether you have the normally aspirated or turbo-charged version of the Chaser Tourer. If you have the Chaser Tourer S, the first thing to buy is a racing muffler. This costs 5,000 Credits and boosts the power of your car to 211 HP. Now go and get a Stage 2 engine tune-up for 14,500 Credits. This is a lot of money but takes the Tourer S to 270 HP. If you bought the Chaser Tourer V, first buy a Stage 2 turbine kit. This is expensive at 14,000 Credits but improves the car's power immensely—from the standard 286 HP to a race-winning 402 HP. Now if you have any money left over, get yourself a 5,000 Credit racing muffler and boost the Tourer V to 450 HP!

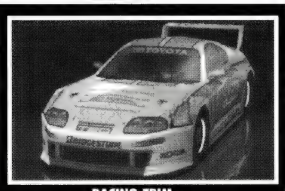
TOYOTA

SUPRA

NEW MODELS

Supra SZ-R

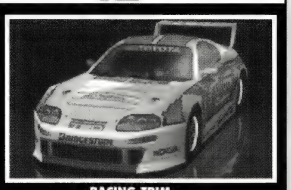

NORMAL TRIM


RACING TRIM

MODEL:	SUPRA SZ-R
PRICE:	34,000
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	221 HP
WEIGHT:	3196 lb

Supra RZ


NORMAL TRIM


RACING TRIM

MODEL:	SUPRA RZ
PRICE:	43,900
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3328 lb

PROS & CONS

(+) This is the best car in the Toyota range—the purest sports car this manufacturer produces. The bodywork is classic sports car styling, with animal-like bulky fenders and spoilers! The Supra RZ's power is provided by a 3.0-liter, in-line six-cylinder DOHC, turbo-charged engine capable of generating 276 HP and 318.2 lb ft; the slightly cheaper Supra SZ-R has a normally aspirated version of the same engine producing 221 HP and 209.7 lb ft. Whichever model you choose, the front engine, rear-wheel drive transmission guarantees speed and amazing performance.

(−) The biggest problem with the Supra is keeping it on the road! The phrase "Power is nothing without control" springs to mind, as it proves to be too much car for most drivers. You need to be confident of your driving ability before you get behind the wheel of this beast! The Supra's front engine, rear-wheel drive set-up delivers all of its 270-plus horsepower to the rear wheels, and unless you know how to control this much power from this part of a car, you're in real trouble. Even with the less powerful RS- Z model, you must learn to feed the power in slowly when you accelerate out of a turn, or you'll spend more time off the track than on it! However, the price tag helps to keep inexperienced drivers away from this car, and by the time you can afford the Supra you should know how to drive it properly.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
SUPRA TWIN TURBO R	MA70 SUPRA 3.0 GT Turbo Limited	FR	TURBO	236 HP	3417 lb
Supra RZ	JZA70 SUPRA Twin Turbo-R	FR	TURBO	276 HP	3350 lb
Supra RZ	SUPRA '95 RZ	FR	TURBO	276 HP	3284 lb
Supra SZ-R	SUPRA '95 SZ-R	FR	NORMAL	221 HP	3196 lb

Racing Development TRD

UPGRADING THE TOYOTA SUPRA

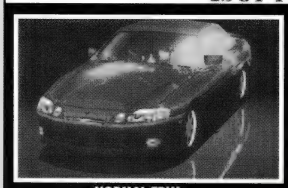
The first and easily the most important part of upgrading the Supra is to try and make its power more manageable. First off, go to the Suspension option and buy a semi-racing suspension kit. This costs 8,000 Credits and should go some way to improving the overall handling of the car. Now go to the Stabilizers section and fit medium-resistance stabilizers to the front and soft-resistance ones to the back of the vehicle—this only costs a total of 900 Credits. This modification helps to make the front wheels a little firmer, which makes the car easier to control, and the soft stabilizers on the rear help to keep the back wheels on the track and improve grip.

TOYOTA

NEW MODELS

SOARER

SOARER 2.5GT-T



NORMAL TRIM



RACING TRIM

MODEL:	SOARER '96 2.5 GT-T VVT-i
PRICE:	34,800
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3439 lb

PROS & CONS

The Toyota Soarer is a front engine, rear-wheel drive monster. It has an in-line six-cylinder twin-turbo engine that's more than capable of producing 276 HP at 6,200 rpm. This can take the car to a top speed of more than 160 mph, despite its huge 3,439 lb weight! The Soarer is not a classic sports car—in fact it looks more like an executive car more than anything else—but that doesn't stop it from giving a fast ride, in the right hands. Another great thing about the Soarer is that there are two used models. While these older models aren't as powerful as the new ones, they still pack quite a punch, and for the asking price they're good value.

The Toyota Soarer is the car that fills the gap between the two models of Supra featured in the game—whether this gap needs filling is open to debate, but Toyota obviously thinks so. It's difficult to see why anyone would buy a Soarer when they could have a Toyota Supra SZ-R then spend some money on modifications. The other problem with the Toyota Soarer is the weight—a mammoth 3,439 lb—so the way in which you control the weight distribution of the car around turns dictates how well you perform.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
SOARER 2.5GT-T	XSOARER '95 2.5 GT-T	FR	TURBO	276 HP	3461 lb

Racing Development TRD

UPGRADING THE TOYOTA SOARER

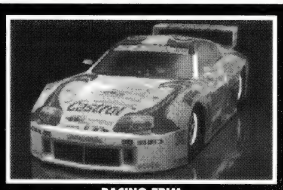
The first thing to do is buy a new muffler for your Soarer. Go to the Toyota parts department and into the Muffler section, then purchase a racing specification air filter and muffler. This modification costs 5,000 Credits but increases your car's power from 276 to 296 HP. Once this change has been made, you may have to make minor adjustments to the vehicle's gear ratio set-up, but this can be easily done, and in little time. Next go to the Turbo section of the parts department and then to the Intercooler option. Here you should get a racing intercooler for 3,500 Credits, boosting the Soarer's power to 314 HP. If you have any money left, head to the Turbo Kit section and buy the best upgrade you can afford. You can choose a Stage 1, 2, 3, or even a Stage 4 turbine kit. These cost 5,000, 14,000, 45,000, and a staggering 72,000 Credits respectively, but even the Stage 1 conversion boosts your horsepower by 50 points, so buy what you can afford then get ready to race!

TOYOTA

CASTROL SUPRA GT

SPECIAL MODEL

CASTROL SUPRA GT



RACING TRIM

MODEL:	CASTROL SUPRA GT
PRICE:	500,000
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	655 HP
WEIGHT:	2535 lb

PROS & CONS

This is easily the best Toyota car in *Gran Turismo*. The Castrol Supra GT has one of the top power-to-weight ratios in the entire game, giving it nearly unmatched acceleration and top speed. In addition, it has excellent road-holding capabilities, plus it's a limited edition car, so you don't need to do any modifications whatsoever after you buy it. The Supra GT is fully race-prepared with only the best components and accessories fitted, so at least you won't have to spend any more Credits once you have shelled out the staggering 500,000 this baby costs.

Basically, there are no real problems with this vehicle. It's a limited edition, so every effort has been made to make it the ultimate car. The Supra GT really does have everything you could ever wish for—in fact it's one of the best vehicles in the entire game. The only negative thing about it is the suspension, which is set a little hard—if you hit a curb, the car bounces around, making it difficult to control. However, this is a minor problem compared to the performance this incredibly expensive vehicle delivers.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

Racing Development TRD

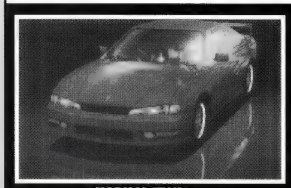
UPGRADING THE TOYOTA CASTROL SUPRA GT

There's no need to upgrade the Supra GT, as it's fully race-tuned as standard. The 500,000 price tag of limited edition cars means that all the hard work has already been done for you. The only things you many wish to change are the tires. When you buy the Supra GT, there are soft-compound tires on both front and rear, but you may prefer hard ones on the rear, for example, to make the car easier to slide around turns. You should do something like this at your own risk, however, because it makes this powerhouse harder to control.

NISSAN SILVIA

NEW MODELS

Silvia Q's AERO



NORMAL TRIM



RACING TRIM

MODEL:	SILVIA Q'S AERO
PRICE:	17,950
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	157 HP
WEIGHT:	2623 lb

Silvia K's AERO



NORMAL TRIM



RACING TRIM

MODEL:	SILVIA K'S AERO
PRICE:	23,950
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	216 HP
WEIGHT:	2755 lb

PROS & CONS

⊕ The Nissan Silvia is a medium-weight car at 2,623 or 2,755 lb and has great acceleration and a top speed that can surprise opponents—and the driver! In particular, the later model Silvias (K's), with their 2.0 liter, four-cylinder DOHC engines, produce more than enough power to keep pace with cars of far greater engine size. Another big factor that helps to make the Nissan Silvia a good car is the price. You can buy an S13 Silvia '91 K's 2,000 cc car for around 12,000 Credits, making it one of the best value cars in the game. The Silvia has very responsive steering so it's enjoyable to drive—it's the perfect car for beginners.

⊖ One of the biggest drawbacks of the Nissan Silvia is that it has rear-wheel drive. While this configuration gives it light and sporty handling characteristics, it also makes the Silvia twitchy and difficult to control. This problem is particularly noticeable when you brake heavily or accelerate out of a corner—too much power and the car spins. The early models only have 1.8 liter engines and considerably restrict the Silvia's power; later ones are slightly more powerful, with 2.0 liter engines. However, these later models cost more. Around the 12,000 Credit mark is about right for this type of Silvia.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
SILVIA Q's 1800cc	SILVIA '88 Q's 1800cc	FR	NORMAL	133 HP	2403 lb
SILVIA K's 1800cc	SILVIA '88 K's 1800cc	FR	TURBO	172 HP	2469 lb
SILVIA Q's 2000cc	SILVIA '91 Q's 2000cc	FR	NORMAL	138 HP	2447 lb
SILVIA K's 2000cc	SILVIA '91 K's 2000cc	FR	TURBO	202 HP	2579 lb
Silvia K's AERO	SILVIA '95 K's AERO	FR	TURBO	216 HP	2733 lb
Silvia Q's AERO	SILVIA '95 Q's AERO	FR	NORMAL	157 HP	2623 lb

nismo

UPGRADING THE NISSAN SILVIA

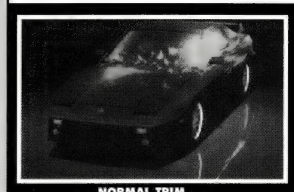
The first thing you should modify on your newly acquired Nissan Silvia is the suspension, because the Silvia has rear-wheel drive, losing stability and producing noticeable body wobble when braking from high speeds and accelerating from corners. First go to the Suspension section and buy the semi-racing set-up. This is the intermediate upgrade and only costs around 1,500 Credits. Next get medium stabilizers for the front and rear of the car, costing only 500 and 400 Credits respectively. Now your suspension is sorted out, go to the Tire section. Choose the semi-racing brand and fit hard compound tires to the front and soft ones to the rear of the vehicle. The reason for doing this is simple: Because the Silvia is a rear-wheel drive car, it suffers from oversteer, so putting soft tires on the rear gives more grip to the back end, moving the vehicle's steering properties toward understeer, counteracting the Silvia's natural failing. Now as you earn more money, you can begin to upgrade the car's power, safe in the knowledge that its handling is as good as it can be.

NISSAN

180 SX

NEW MODELS

180SX TYPE S



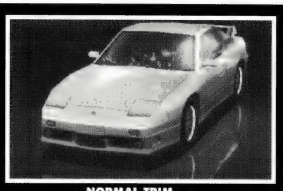
NORMAL TRIM



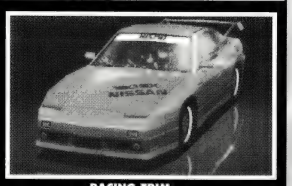
RACING TRIM

MODEL:	180 SX TYPE S
PRICE:	19,400
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	138 HP
WEIGHT:	2645 lb

180SX TYPE X



NORMAL TRIM



RACING TRIM

MODEL:	180 SX TYPE X
PRICE:	24,980
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	202 HP
WEIGHT:	2689 lb

PROS & CONS

There are two models of 180 SX—the Type S and Type X—but the price difference goes some way to underlining the relative power of the two. The top-of-the-range 180 SX Type X features a turbo-charged engine that's capable of producing 202 HP, while the much cheaper Type S runs off a normally aspirated SR20 engine and only produces 138 HP. However, this variation is what makes the 180 SX such a good car. You can buy the model that best suits your financial situation and have the reassurance that you're getting a rear-wheel drive race car that's capable of great things.

Even the 180 SX Type X, with its rear-wheel drive, turbo-charged engine, cannot depend on brute force, so if you buy one of these cars, be prepared to put your driving skills to the test—big time! Some people look upon this as a challenge, but for the most part, a car that requires this much effort to drive isn't as popular as one that you can just jump into and win races with. Another problem is that you cannot buy a used 180 SX, so the cheapest option is to spend 19,400 Credits on a new Type S. This is only the basic model—the powerful Type X costs 24,980 Credits. At that price, it's hard to see someone choosing this car above the competition.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
180SX TYPE X	180 '94 SX TYPE X	FR	TURBO	202 HP	2667 lb

nismo

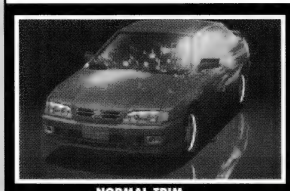
UPGRADING THE NISSAN 180 SX

The first thing to change on your 180 SX is the suspension. Go to the Nissan Nismo parts department and buy the semi-racing suspension set-up. This is the intermediate upgrade and only costs 7,500 Credits. Now go to the Stabilizers option and buy medium stabilizers for the front and back of the SX at a total cost of only 900 Credits. The next things to change are the muffler and air filter, so go to the corresponding section and buy a semi-racing muffler for 3,000 Credits. This increases the car's power from 133 to 142 HP, and if you get a Stage 1 NA tune-up from the Engine section, you get a further 36 points. This gives your 180 SX a total of 169 HP and suspension that's capable of keeping it under control.

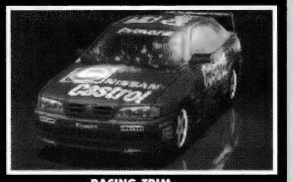
NISSAN PRIMERA

NEW MODELS

PRIMERA 2.0Te



NORMAL TRIM



RACING TRIM

MODEL:	PRIMERA '95 2.0TE
PRICE:	24,020
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	147 HP
WEIGHT:	2601 lb

PROS & CONS

One of the biggest advantages of the Nissan Primera '95 is its front engine, front-wheel drive transmission configuration. All cars in this range are agile and have good stability and excellent front-end grip that makes cornering a breeze. For this reason, the Primera '95 is the perfect choice for drivers who lack the experience to handle a car with the much more difficult (yet ultimately faster!) rear-wheel drive set-up. Another factor that makes this model a good choice are the prices of second-hand vehicles—you can buy a Primera '90 2.0 Te for around 8,000 Credits! This is exactly one third of the cost of a new model and has almost all the same qualities. A bargain.

The biggest problem with the Primera '95 is that it requires the player to adapt his or her driving style. For example, you must compensate for the car's lack of brute force by concentrating on taking the turns as perfectly as possible. Don't forget that cornering is the Primera's biggest strength, so adapt your driving style to make full use of this. As you progress into the tough championships, you'll quickly understand that the Primera can't out-sprint many of its rivals, so you must be ready to make up time and positions in the twisty sections of the tracks. While this isn't necessarily a hard thing to do, it may prove too much of a hassle for drivers who just want to jump in and go!

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
PRIMERA 2.0Te	PRIMERA '90 2.0Te	FF	NORMAL	147 HP	2667 lb

nismo

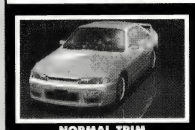
UPGRADING THE NISSAN PRIMERA

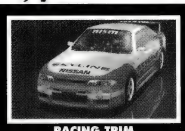
As mentioned earlier, the Nissan Primera's biggest flaw is its lack of brute force and, by association, straight-line speed, so this is what we'll try and improve here. Go to the "Others" option and get the weight of your car reduced. Buy the Stage 1 process first, as this only costs 1,200 Credits, then if you can afford it, proceed to Stage 2, which is a further 5,500 Credits. These two modifications reduce your Primera's weight from the standard 2,601 lb to a trim 2,211. Now go to the Engine section and get an NA tune-up for the Primera. You should go for the Stage 2 option, which costs a stinging 12,000 Credits but increases the vehicle's power from the standard 142 to a much more powerful 211 HP.

NISSAN SKYLINE

NEW MODELS

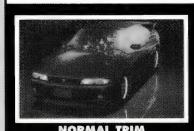
SKYLINE GTS25t TypeM


NORMAL TRIM


RACING TRIM

MODEL:	SKYLINE GTS25t TYPE M
PRICE:	28,180
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	246 HP
WEIGHT:	2998 lb

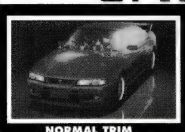
SKYLINE GT-R


NORMAL TRIM


RACING TRIM

MODEL:	SKYLINE GTR
PRICE:	48,850
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3373 lb

SKYLINE GT-R V-spec


NORMAL TRIM


RACING TRIM

MODEL:	SKYLINE GT-R VSPEC
PRICE:	53,900
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3395 lb

PROS & CONS

All three of the new models in the Nissan Skyline GT range are equipped with a powerful DOHC turbo-charged engine capable of producing around 276 HP and 6,800 rpm, and this huge power plant is what makes the Skyline so special, even in its basic GTS25t Type M incarnation. The road-holding ability and overall handling of this car are also very good. The top two models have four-wheel drive that gives the Skyline an almost unbeatable ability to hold a line through a turn. The basic model GTS 25t Type M is slightly different, as it uses a front engine, rear-wheel drive set-up that doesn't give quite the same stability as four-wheel drive, but in the hands of a good driver this transmission set-up is still excellent.

One problem stops the Skyline GT series from becoming a contender for best overall car in *Gran Turismo*: the price tag! The basic model GTS25t Type M costs 28,180 Credits, putting it beyond the budget of most drivers, and as you go up the range, the problem gets worse. The mid-range Skyline GTR costs 48,850 Credits and you need 53,900 to buy the top-of-the-range GT-R Vspec. This simply puts the Nissan Skyline out of the price range of many drivers, but it's one car that's well worth saving for.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
SKYLINE GTS25 TypeS	SKYLINE GTS25 Type S	FR	NORMAL	187 HP	2777 lb
SKYLINE GTS-t TypeM	SKYLINE GTS-t Type M	FR	TURBO	212 HP	2777 lb
SKYLINE GT-R	SKYLINE '89 GT-R	4WD	TURBO	276 HP	3152 lb
SKYLINE GT-R	SKYLINE '91 GT-R	4WD	TURBO	276 HP	3262 lb
SKYLINE GT-R	SKYLINE '95 GT-R	4WD	TURBO	276 HP	3373 lb
SKYLINE GT-R V-spec	SKYLINE '95 GT-R Vspec	4WD	TURBO	276 HP	3395 lb
SKYLINE GT-R V-spec II	SKYLINE GT-R Vspec II	4WD	TURBO	276 HP	3306 lb
SKYLINE GTS-4	SKYLINE GTS4	4WD	TURBO	212 HP	3130 lb
SKYLINE GT-R V-spec	SKYLINE GT-R Vspec	4WD	TURBO	276 HP	3306 lb

nismo

UPGRADING THE NISSAN SKYLINE

The first thing you need to modify is the Skyline's bodyweight. The standard 2,998 lb isn't too bad, but if it's reduced you'll notice a vast improvement in both acceleration and top speed, not to mention improved handling. Go to the "Other" option in the Nissan parts section, then select Weight Reduction and purchase Stage 1 conversion for 1,200 Credits. Now go on and buy the Stage 2 conversion. This is several times more expensive at 5,500 Credits, but it's worth it—when both modifications have been made, the Skyline weighs in at 2,698 lb, a reduction of 300 lb. The next thing to do is look at the turbo-charger, so go to the relevant option. Buy a racing specification intercooler for 3,000 Credits to increase your car's power from 237 to 252 HP.

NISSAN FAIRLADY Z

NEW MODELS

Fairlady Z
Version S 2seater



NORMAL TRIM | RACING TRIM

MODEL:	FAIRLADY Z VERSION S 2-SEATER
PRICE:	30,500
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	226 HP
WEIGHT:	3152 lb

Fairlady Z
Version S 2by2



NORMAL TRIM | RACING TRIM

MODEL:	FAIRLADY Z VERSION S 2-BY-2
PRICE:	32,500
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	226 HP
WEIGHT:	3240 lb

Fairlady Z
Version S Twin Turbo 2seater



NORMAL TRIM | RACING TRIM

MODEL:	FAIRLADY Z VERSION S TWIN TURBO 2-SEATER
PRICE:	39,300
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3373 lb

Fairlady Z



NORMAL TRIM | RACING TRIM

MODEL:	FAIRLADY Z VERSION S TWIN TURBO 2-BY-2
PRICE:	42,300
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3461 lb

PROS & CONS

(+) This is the biggest car available from the Nissan stable, and as you'd expect from a car of this size, it comes fully loaded with an extremely powerful 3.0 liter, V-6 DOHC twin-turbo engine capable of delivering 276 HP and 286.4 lb ft! This awesome power is the main reason people are drawn to the Fairlady range, and with good reason—if you have the skill to control this car, it can be amazing. Another thing that goes in the Fairlady's favor is its price. Okay, it's not exactly the cheapest vehicle in the game, with the basic model costing 39,300 Credits and the top-of-the-range Z version at 42,300, but when you consider what you get for your money, you'll struggle to find a car that matches it.

(−) The biggest problem with the Nissan Fairlady range is keeping it on the track. It's simply too difficult for most drivers to control—in this instance, the phrase "Power is nothing without control" is apt once again. The Fairlady has front engine, rear-wheel drive transmission that delivers all of its 230-plus horsepower to the rear wheels, and unless you know how to control this kind of power, you could be in real trouble. Even with the cheaper models in the range, you must feed the power in slowly when turning or you spend more time off the track than on it!

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

nismo

UPGRADING THE NISSAN FAIRLADY Z

The first and easily the most important part of upgrading the Nissan Fairlady is to try and make its huge power output more manageable. First go to the Suspension option and buy a semi-racing kit. This costs 3,500 Credits and improves the overall handling of the car. Now go to the Stabilizers section and fit medium-resistance stabilizers to the front and soft resistance ones to the rear of the Fairlady, at a total cost of 900 Credits. This modification helps to make the front wheels a little firmer, making the car easier to control, while the soft stabilizers at the back help to keep the rear wheels on the track and improve grip.

NISSAN

PULSAR

NEW MODELS

NONE

PROS & CONS

⊕ The Nissan Pulsar is only available as a second-hand model, but this is one its biggest advantages. Used cars are always cheaper than new vehicles, so the Pulsar is a real bargain—you can get a '91 GTi-R for as little as 13,000 Credits! At this price you could be forgiven for thinking that it's an old car and not up to the test of *Gran Turismo* racing. Think again! This baby packs some serious power. Its four-cylinder DOHC turbo-charged engine is capable of producing 226 HP at 6,400 rpm, and what makes these statistics even more impressive is that the Pulsar only weighs 2,689 lb. In addition, it has four-wheel drive for excellent road-holding. This is a true bargain and the perfect vehicle to start your racing career with.

⊖ Finding bad things to say about a car that has so much going for it, and all for so little money, is a difficult task. Just about every criticism you could level against the '91 Pulsar GTi-R can be rectified in the Nissan parts department using the money you've saved by snapping up this bargain. One problem that isn't so easily fixed is understeer, noticeable when you try and turn through a particularly sharp corner or a twisty section. This is mainly due to the fact that the Pulsar is a front-heavy car, so take extra care around turns or you could find yourself in trouble.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
PULSAR GTi-R	PULSAR '91 GTi-R	4WD	TURBO	226 HP	2689 lb





nismo

UPGRADING THE NISSAN PULSAR

Because the Pulsar is available at such a low price, you should have plenty of money left over to do a few modifications, so that's what we'll do here. The first thing to change is the intercooler. Go to the relevant option and buy a racing high-capacity intercooler for 3,000 Credits, boosting the Pulsar's output from the standard 222 to 236 HP. To boost it to 266 HP, go to the Mufflers and Air Filter section and buy the racing spec modification for 4,500 Credits. Don't forget that this modification requires some minor changes to the car's gear ratios, but this is a simple, one-time alteration. The next things to go for are the Stage 1 then Stage 2 Weight Reduction. This only costs a total of 6,700 Credits and reduces the Pulsar's weight by over 260 lb.

NISSAN GT-R LM

SPECIAL MODEL



MODEL:	NISMO GT-R LM
PRICE:	500,000
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	660 HP
WEIGHT:	2513 lb

PROS & CONS

The Nissan Nismo GT-R Limited Edition is basically a race-prepared and fully tuned version of the extremely powerful Nissan Skyline. This car has a DOHC turbo-charged engine capable of putting out a staggering 660 HP at 7,600 rpm. It has torque of 467.2 lb/7100 rpm, which allows it to reach around 190 mph when driven correctly. When you think of this immense power tied to a car that only weighs 2,513 lb (over 800 lb less than the top-of-the-range Skyline!), you begin to get some idea of how awesome this vehicle really is. This is the ultimate Nissan car!

As usual, finding something bad to say about a limited edition model is almost impossible. Technically, the Nismo GT-R is almost perfect—specification, power, and handling ability are all excellent. The only problem you have is getting the money to afford one! The Nismo GT-R costs an amazing 500,000 Credits, making it one of the most expensive vehicles in *Gran Turismo*. You have to play through many races and championships to get that many Credits, and if you have the skill to do that, do you really need the GT-R Limited Edition? Other than the price, this car is as close to perfection as you can get in *Gran Turismo*.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

nismo

UPGRADING THE NISSAN NISMO GT-R LM

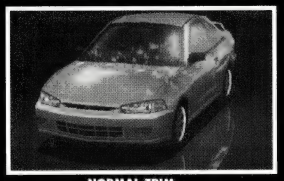
Now you have spent so much on a single car, albeit a dazzlingly powerful one, you'll be glad to know that no modifications are required for the Nissan Nismo GT-R Limited Edition, as it comes fully race-tuned as standard. You may want to use the Nissan parts shop to change the tire selection to suit your preference, but this is a simple, inexpensive alteration.

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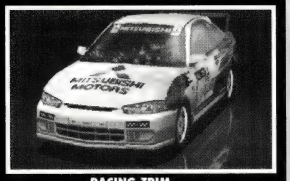
NEW MODELS

MIRAGE

MIRAGE Asti RX



NORMAL TRIM



RACING TRIM

MODEL:	MIRAGE ASTI RX
PRICE:	17,630
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	172 HP
WEIGHT:	2358 lb

PROS & CONS

This is a good all-around car at an excellent price. A new Mirage Asti RX costs 17,630 Credits, and when you look at what you get for this price, you begin to realize just why it's capable of competing with cars in a class above it, when driven by a competent player. The engine is a 1.6-liter, straight-four DOHC, 4G92 MIVEC that provides 172 HP and 122 lb ft and gives the Asti RX enough power to hold its own in terms of straight-line speed. In addition, the Mirage has a front engine, front-wheel drive set-up that makes it easy to drive while maintaining a sporty feel, a combination not usually found in this type of car.

There isn't that much to fault on the Mirage in terms of specification and value, when you consider the class of car it's in. It can't compete with the likes of the Mitsubishi GTO, but the Mirage is less than half the price. The Mirage's other failing is only likely to cause problems for seasoned racers. Because the car has front engine, front-wheel drive transmission, creating drift and sliding the wheels isn't as easy as you may prefer, but this only applies to experienced players who use these driving techniques. The Mirage is best suited to the average player.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
4DOOR MIRAGE CYBORG-R	MIRAGE '92 CYBORG-R	FF	NORMAL	172 HP	2292 lb

RALLI ART

UPGRADING THE MITSUBISHI MIRAGE

The first thing to upgrade on the Mirage is the muffler, so go to the relevant option in the Mitsubishi Ralli Art parts department. Buy a racing spec muffler and air filter, a modification that only costs 4,500 Credits but increases the car's power output from the standard 167 HP to 192 HP—a satisfying improvement for a relatively small outlay. However, it should be noted that this modification to the Mirage's muffler requires you to make slight changes to the car's gear ratios. This is because the new muffler reduces the low-end torque of the engine, changing the rev limit at which the gears should change. If you don't want the hassle of adjusting this part of the car, go for the semi-racing muffler instead, as this needs no other modifications. It only boosts the Mirage's power to 181 HP, but then it only costs 3,000 Credits.

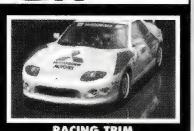
MITSUBISHI

FTO

NEW MODELS

FTO GR


NORMAL TRIM


RACING TRIM

MODEL:	FTO GR
PRICE:	18,870
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	177 HP
WEIGHT:	2535 lb

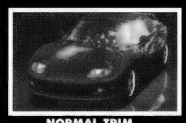
FTO GP VERSION R


NORMAL TRIM


RACING TRIM

MODEL:	FTO GP VERSION R
PRICE:	21,600
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	197 HP
WEIGHT:	2535 lb

FTO GPX


NORMAL TRIM


RACING TRIM

MODEL:	FTO GPX
PRICE:	23,330
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	197 HP
WEIGHT:	2579 lb

PROS & CONS

The FTO is another excellent car in the Mitsubishi range that comes at a great price—while the Mirage is slightly cheaper (the top model costs 17,630 Credits), the FTO has better specifications, which evens things out. The top-of-the-range FTO GPX is only 23,330 Credits and features a 2.0-liter, V-6 DOHC engine that develops 197 HP at 7,500 rpm, and a torque rating of 147.5 lb ft. These figures alone are enough to impress, but when you also consider that the FTO only weighs 2,579 lb (the Mirage is a little lighter but has 30 less horsepower!), you get some idea of the power of this vehicle.

The problem with the Mitsubishi FTO is that it falls between two price brackets. It costs around 22,000 Credits, which is significantly more than the cheap and cheerful cars, but isn't quite in the same league as the expensive super-cars that can cost 35,000 Credits and up. This places you in a dilemma: If you can afford the FTO, why not save for the next bigger and significantly better car? If you don't quite have the money for an FTO, you'd be better off buying a cheaper vehicle and spending the rest of the cash on modifications. It's hard to see at which stage you would have a use for this class of car.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
FTO GPX	FTO '94 GPX	FF	NORMAL	197 HP	2579 lb
FTO GR	FTO '94 GR	FF	NORMAL	167 HP	2535 lb

RALLI ART

UPGRADING THE MITSUBISHI FTO

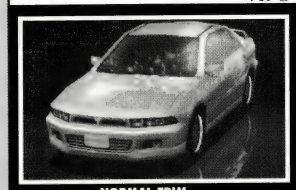
As is often the case, the first thing to do is get a racing specification muffler. This is by far the most effective change you can make to any normally aspirated car, in terms of price and improvement. A racing muffler costs 4,500 Credits and increases the FTO's power output from the standard 189 HP to a respectable 216 HP. Now go to the Engine section of the parts department and select the NA Tune option. Opt for a Stage 1 tune-up at a reasonable 4,000 Credits and your car's power jumps further still, up to 232 HP. If you still have some cash at this point, go for a sports ROM modification to squeeze a further 8 HP out of your FTO at a cost of only 1,500 Credits.

MITSUBISHI

GALANT

NEW MODELS

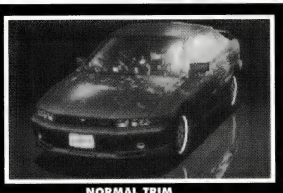
GDI GALANT VR-G touring

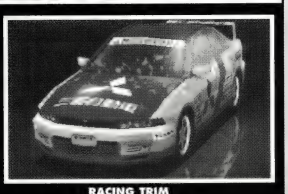

NORMAL TRIM


RACING TRIM

MODEL:	GALANT VR-G TOURING
PRICE:	20,900
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	147 HP
WEIGHT:	2733 lb

VR-4 GALANT


NORMAL TRIM


RACING TRIM

MODEL:	GALANT VR-4
PRICE:	29,800
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3262 lb

PROS & CONS

The Mitsubishi Galant has been used in world rally races for some time because of its excellent road-holding abilities, four-wheel drive, and sheer power. These are the same reasons that make it such an attractive purchase in *Gran Turismo*! However, the Galants featured in the game fall into drastically different categories. The lower specification Galant VR-G Touring only has a 1.8-liter, in-line four-cylinder DOHC engine and produces 147 HP. However, the top-of-the-range Galant VR-4 is worth saving your credits for—this 2.5-liter V-6, DOHC twin-turbo boasts a massive 276 HP, which is almost too much power!

One of the biggest problems with the Galant (as with so many of the top cars in the game) lies in the fact that you cannot buy a used model. This means that the cheapest way to own one of these rally-proven machines is to spend 20,900 Credits on the disappointing basic model, or 29,800 for the top-of-the-range VR-4. This isn't to say that the Galant isn't worth bothering with, but the price of the new car puts it out of the reach of many drivers.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

RALLI ART

UPGRADING THE MITSUBISHI GALANT

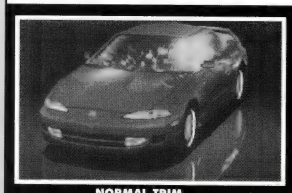
The route you choose to upgrade your Galant will mainly depend on which model you have bought, as they have different types of aspiration. If you have the Galant VR-G Touring, you have a normally aspirated car, so your first modification should be to its muffler. Go to the relevant section and buy a racing specification muffler and air filter. These cost 5,000 Credits and improve the car's power from 142 HP to a more respectable 159 HP. However, if you're lucky enough to have been able to afford the Galant VR-4, you have a turbo-charged engine. As a result, your first modification should be to the turbo unit, so choose the relevant section and buy a Stage 1 turbine kit for 5,000 Credits. This kit increases the power of the Galant VR-4 by 29 to a race-winning 301 HP.

MITSUBISHI

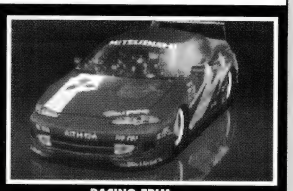
NEW MODELS

ECLIPSE

ECLIPSE



NORMAL TRIM



RACING TRIM

MODEL:	ECLIPSE GT
PRICE:	23,600
DRIVE TRAIN:	FF
ASPIRATION:	TURBO
POWER:	226 HP
WEIGHT:	2932 lb

PROS & CONS

The Mitsubishi Eclipse falls halfway between the GTO and FTO in terms of specification, but surprisingly the Eclipse costs around the same price as the lower-spec FTO! It features a 2.0-liter, in-line, 4-cylinder DOHC turbo-charged engine that produces 226 HP and 213.3 lb ft! This engine is extremely powerful through the entire range of gears, and has the added advantage of delivering more torque at low and medium range, giving the Eclipse tremendous acceleration and a lively feel. Also the front engine, front-wheel drive set-up provides good road-holding ability, even in difficult conditions.

While the Mitsubishi Eclipse has some sporty features, it's not a true sports car, and this fact is underlined by the transmission set-up. While the front engine, front-wheel drive configuration of the Eclipse gives it solid cornering abilities, it also restricts the amount of drift and slide the car can generate, and to an experienced driver this is more of a hindrance than a help. The other problem is that the Eclipse's price tag is almost identical to that of the Lancer Evolution IV GSR, which is more powerful and a better car all around.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

RALLI ART

UPGRADING THE MITSUBISHI ECLIPSE

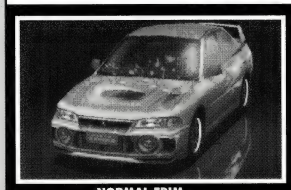
The first thing you should look at on the Eclipse is the turbo-charger, as this is what gives the car its low- and mid-range punch, so go to the turbo section of the Mitsubishi parts department and buy a Stage 2 turbine kit. While this modification is quite expensive at 12,500 Credits, it improves the car's power by a full 50 HP, which takes the output to 266 HP. The next thing to buy is a new intercooler to complement the upgraded turbo you've just bought. Get a racing specification intercooler for 3,000 Credits to increase the Eclipse's horsepower to 282. Finally, go and buy a racing spec muffler and air filter. These cost 4,500 Credits but boost the car to a fully race-ready 316 HP!

MITSUBISHI

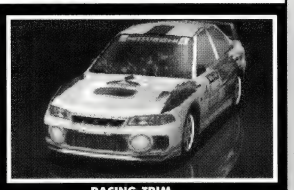
LANCER

NEW MODELS

LANCER GSR EVOLUTION IV



NORMAL TRIM



RACING TRIM

MODEL:	LANCER EVOLUTION IV GSR
PRICE:	23,940
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	2976 lb

PROS & CONS

This car is probably the best medium-priced vehicle in *Gran Turismo*. The Lancer Evolution IV GSR has just about everything you could hope to get in a car that costs 23,940 Credits. The power rating of 276 HP at 6,500 rpm is produced by a turbo-charged DOHC engine, and its this little beauty that gives the car its amazing low- and mid-range acceleration. Another factor that is in the Evolution IV GSR's favor is the transmission. Its four-wheel drive gives it excellent grip, even through tight turns and awkward twisty sections.

The Lancer has so much in its favor but costs so little money, it's hard to criticize! If you wanted to be particularly picky, you could say that the suspension is a little too hard, tending to make the car feel rigid and difficult to control if you hit a curb. However, the bottom line is that this minor problem, and the few shortcomings that the Lancer Evolution IV GSR has, can all easily be put right in the Mitsubishi Ralli Art parts department. A genuinely good all-around car.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
LANCER GSR Evolution III	LANCER EVOLUTION III GSR	4WD	TURBO	266 HP	2777 lb

RALLI ART

UPGRADING THE MITSUBISHI LANCER

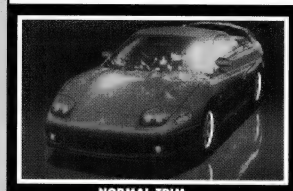
Because the Lancer's engine uses a turbo-charger, you should always make this part the first thing you modify, as you can gain power through the entire gear range. Go to the relevant option in the Mitsubishi parts department and buy a Stage 2 turbine kit. While this modification is expensive at 14,000 Credits, it takes the Lancer from the standard 268 to an impressive 316 HP. Now go to the Intercooler section and buy a racing specification intercooler. This modification enhances the effect of your new turbo upgrade even further, from 316 to 334 HP, and only costs 3,500 Credits. Before you go to the track to test out your newly enhanced machine, go to the Suspension section and buy a semi-racing suspension kit for 8,000 Credits. This eliminates the rigid feeling the car can give you, as was mentioned earlier.

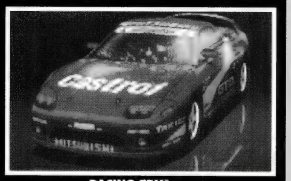
MITSUBISHI

GTO

NEW MODELS

GTO SR


NORMAL TRIM



RACING TRIM

MODEL:	GTO SR
PRICE:	29,980
DRIVE TRAIN:	4WD
ASPIRATION:	NORMAL
POWER:	221 HP
WEIGHT:	3549 lb

GTO TWIN TURBO


NORMAL TRIM



RACING TRIM

MODEL:	GTO TWIN TURBO
PRICE:	43,230
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3769 lb

PROS & CONS

⊕ The GTO sits proudly at top of the Mitsubishi range as the car you should go for—provided you have the 43,230 Credits required to purchase the twin-turbo powerhouse. This monster of a car has a 276 HP 6G72 engine that, after manufacturer updates in 1993, is capable of producing torque of 314.6 lb ft, which explains the GTO's fantastic mid-range performance. In addition to its raw power, this vehicle has four-wheel drive. When coupled with its weight—an extremely heavy 3,769 lb—this gives the GTO excellent road-holding ability, enabling the driver to make turns at extremely high speeds.

⊖ *Gran Turismo* has two Mitsubishi GTOs, but in reality only one of them is worth bothering with. The low-end GTO SR model is much cheaper than the Twin Turbo model (it only costs 29,980 Credits, compared to 43,230 Credits) but this price difference is reflected in the specifications. The SR has 221 HP, but a weight of 3,549 lb means that this power is all but lost, giving the car a sluggish feel that you cannot shake. Even if you're prepared to spend thousands of Credits modifying the GTO SR, you'll still only get an average car. If you can't afford the GTO Twin Turbo, go for the Lancer instead—it's cheaper and has a better specification.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
GTO	GTO '92	4WD	NORMAL	221 HP	3637 lb
GTO TWIN TURBO	GTO '92 Twin Turbo	4WD	TURBO	276 HP	3769 lb
GTO TWIN TURBO	GTO '95 Twin Turbo	4WD	TURBO	276 HP	3769 lb
GTO SR	GTO '95 SR	4WD	NORMAL	221 HP	3637 lb

RALLI ART

UPGRADING THE MITSUBISHI GTO

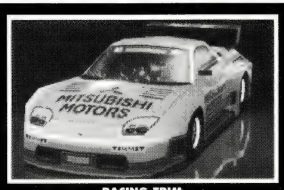
So this upgrade section focuses on the Twin Turbo model—if you can't afford it, get a Lancer instead. You first need to lighten the GTO Twin Turbo, so go to the relevant option in the Mitsubishi parts department. Here you should go for a Stage 1 then Stage 2 weight reduction. For a total of 7,500 Credits, your car will shed 377 lb. At this point, you have the option of going for a Stage 3, which takes another 189 lb from the Twin Turbo's weight. However, this modification costs a cool 25,000 Credits, making it too expensive to be viable. Finally, buy a turbine kit. This can be Stage 1 or 2, depending on how much money you have to spare—they cost 5,000 and 14,000 Credits respectively.

MITSUBISHI

GTO LM EDITION

SPECIAL MODEL

GTO LM Edition



RACING TRIM

MODEL:	GTO LM EDITION
PRICE:	500,000
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	613 HP
WEIGHT:	2821 lb

PROS & CONS

+ This is the ultimate car that Mitsubishi produces. The GTO LM Edition model uses a turbo-charged engine to produce an amazing 613 HP, giving it a top speed of over 190 mph! The other thing that makes the LM Edition so good is the minimal weight of the vehicle. When you set 2821 lb against 613 HP, you get some idea of the power-to-weight ratio it has in its favor. If you can afford it—and that's a major factor here—this is a car you definitely should have in your garage.

– There's nothing technically wrong with the GTO LM Edition in terms of power, weight, handling, and so forth—in all these areas it's practically faultless. The problem lies on the financial side of the deal: At a mind-blowing 500,000 Credits, this car is only available to the *Gran Turismo* elite! You have to win many major championships to earn that kind of money, and if you can do that without a machine like the GTO LM Edition, do you really need it anyway? Other than the huge price tag, this car is perfect.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

RALLI ART

UPGRADING THE MITSUBISHI GTO LM EDITION

Limited edition vehicles don't require modifications, as the best parts and advanced tuning processes are all part and parcel of the half-million Credit purchase price. The only type of hardware you may want to change are tires, depending on which sort you prefer on the front and rear of your cars.

mazda DEMIO

NEW MODELS

DEMIO LX


NORMAL TRIM


RACING TRIM

MODEL:	DEMIO LX G PACKAGE
PRICE:	10,530
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	81 HP
WEIGHT:	2006 lb

DEMIO GL


NORMAL TRIM


RACING TRIM

MODEL:	DEMIO GL
PRICE:	13,430
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	98 HP
WEIGHT:	2116 lb

DEMIO GL-X


NORMAL TRIM


RACING TRIM

MODEL:	DEMIO GL-X
PRICE:	14,560
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	98 HP
WEIGHT:	2116 lb

PROS & CONS

⊕ Price is a major advantage of the Mazda Demio; with the basic model costing around the 10,000 Credit mark, this little beauty is one of the cheapest new cars you can buy. Another major advantage is the Demio's weight—or lack of it! All three models in the range weigh in at around 2,100 lb, making them extremely nimble and responsive. In addition to the price and weight advantages, the Demio has a front engine, front-wheel drive transmission set-up that makes it excellent for taking sharp turns and twisty sections of the tracks.

⊖ The biggest problem with the little Demio is its low power rating—the cheapest car has 81 horsepower, and even the two top models still only have 98 HP, so they all constantly struggle to accelerate and reach racing speed. You have to seriously modify the Demio before you can make a serious race attempt, which means you have to spend more money. So while the car itself is relatively cheap, getting it into a position where you can win with it costs significantly more! This is something that you should bear in mind before purchasing a Mazda Demio.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

MAZDASPEED

UPGRADING THE MAZDA DEMIO

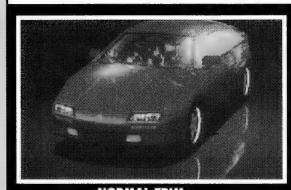
Improving the Demio isn't as easy as you may think—there isn't much you can do. Don't despair, because we have one or two ideas that can be used to increase the Demio's performance. Go to the Muffler section of the parts department and buy a racing muffler and air filter. This modification costs 4,500 Credits but increases your Demio's power from the standard 94 to 106 HP. Now go to the "Others" section then the Weight Reduction option and first buy Stage 1. Then when this is done, get Stage 2. Both modifications only cost around 7,000 Credits but reduce the vehicle's weight by around 300 lb, which should make a noticeable difference to the Demio's power and road-holding ability.

mazda

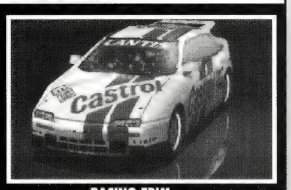
NEW MODELS

LANTIS

LANTIS 4door COUPE Type R 2000



NORMAL TRIM



RACING TRIM

MODEL:	LANTIS COUPE 2000 R-TYPE
PRICE:	20,750
DRIVE TRAIN:	FF
ASPIRATION:	NORMAL
POWER:	167 HP
WEIGHT:	2733 lb

PROS & CONS

⊕ The Lantis is Mazda's "middle-of-the-range" car, in so much as it's slightly bigger than the Demio but in no way matches the Roadster's aggressive power. This isn't to say the Lantis is a bad car—quite the opposite, in fact. The Lantis has a sizable 2.0 liter V-6 DOHC engine that produces 167 horsepower and can take the car to a top speed of more than 125 mph! This power is slightly compromised by the weight of the vehicle—a hefty 2,733 lb—but the Lantis is a good all-around car.

⊖ The biggest problem with the Lantis is its availability: You cannot get a second-hand model so you must consider an expensive new car that may stretch or even exceed your budget. This is a real drag, as the Lantis's front engine, front-wheel drive set-up is particularly suitable for novice drivers, who won't be able to afford it. Even if you do have the 20,750 Credits to spare, it seems a high price to pay for the specification. Shop around and you should find a better value car.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

MAZDASPEED

UPGRADING THE MAZDA LANTIS

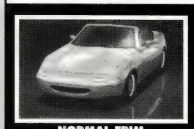
As with every normally aspirated vehicle, the first things to upgrade on your new Lantis are the muffler and air filter. It's surprising how much a car of this type benefits from a minor and relatively cheap modification. There are two options when buying a new muffler: You can go for the semi-racing system that costs 3,000 Credits and boosts the Lantis's power by 15 HP. This option requires no changes to the car's gear ratios. The other choice is a racing muffler costing 4,500 Credits. It boosts the vehicle's power by 23 HP but you need to make minor adjustments to the gear ratios with this one to gain the most benefit. Either way, you're looking at a cheap and easy modification that considerably improves the Lantis.

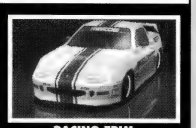
mazda

EUNOS

NEW MODELS

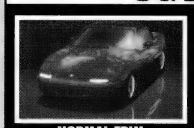
EUNOS ROADSTER


NORMAL TRIM


RACING TRIM

MODEL:	EUNOS ROADSTER
PRICE:	17,400
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	128 HP
WEIGHT:	2160 lb

EUNOS ROADSTER S-SPECIAL


NORMAL TRIM


RACING TRIM

MODEL:	EUNOS ROADSTER S-SPECIAL
PRICE:	22,250
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	128 HP
WEIGHT:	2182 lb

EUNOS ROADSTER V-SPECIAL


NORMAL TRIM


RACING TRIM

MODEL:	EUNOS ROADSTER V-SPECIAL
PRICE:	24,400
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	128 HP
WEIGHT:	2182 lb

PROS & CONS

⊕ The Mazda Eunos Roadster is a true sports car. It's small, weighs very little (2,160 lb for the cheapest model, to be exact), has plenty of power (128 HP at 6,500 rpm), and the classic front engine, rear-wheel drive transmission of all great sports cars. The Eunos Roadster is reasonably priced when you consider the kind of vehicles in its class—you aren't going to get a TVR for around the 17,400 Credit mark, which is what the basic model of this little beauty will cost you. The Eunos Roadster is also available on the second-hand market, so you have a golden opportunity to pick up a real bargain.

⊖ Experienced players should find few things wrong with the Eunos Roadster, as its power-to-weight ratio is enough for most drivers, and even then you can modify the car for more power, if you feel you need it! For a novice player, however, the front engine, rear-wheel drive set-up is likely to be too much, too soon. Controlling this class of car is one of the most challenging tasks in *Gran Turismo*, and when you have the power-to-weight ratio of the Roadster under the hood, the problem is much worse. This is not a vehicle for inexperienced drivers.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
EUNOS ROADSTER 1600	EUNOS ROADSTER '89 1600	FR	NORMAL	118 HP	2160 lb
EUNOS ROADSTER V-SPECIAL	EUNOS ROADSTER '90 1600 V-Special	FR	NORMAL	118 HP	2182 lb
EUNOS COSMO 13B TYPE-S CCS	EUNOS COSMO 13B Type-S CCS	FR	TURBO	226 HP	3350 lb
EUNOS COSMO 20B TYPE-E CCS	EUNOS COSMO 20B Type-E CCS	FR	TURBO	276 HP	3615 lb
EUNOS ROADSTER	EUNOS ROADSTER '92 1600	FR	NORMAL	118 HP	2182 lb

MAZDASPEED

UPGRADING THE MAZDA EUNOS ROADSTER

The first things to look at on the Eunos Roadster are the muffler and air filter. Many people overlook how effective the minor modifications are, providing a significant power boost at a low cost, compared to other options. Go to the Muffler section of the Mazda Speed parts department and buy a racing muffler for 4,500 Credits. This boosts the Roadster's power from the standard 118 HP to a much more respectable 142 HP, but you may have to slightly modify the gear ratios to take the new part into account. Next go to the Engine section, then to the NA Tune option and buy a Stage 2 tune-up. This costs a considerable 12,000 Credits but boosts your car's power output by a massive 63 HP! Your Eunos Roadster is now ready to kick some serious butt!

mazda

RX7

NEW MODELS

Efini RX-7 Type RB BATHURST


NORMAL TRIM


RACING TRIM

MODEL:	FD EFINI RX-7 Type-RB Bathurst
PRICE:	32,400
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	261 HP
WEIGHT:	2777 lb

Efini RX-7 Touring X


NORMAL TRIM


RACING TRIM

MODEL:	FD EFINI RX-7 Touring X
PRICE:	38,150
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	261 HP
WEIGHT:	2932 lb

Efini RX-7 Type RZ


NORMAL TRIM


RACING TRIM

MODEL:	FD EFINI RX-7 Type-RZ
PRICE:	40,150
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	261 HP
WEIGHT:	2755 lb

Efini RX-7 A SPEC.


NORMAL TRIM


RACING TRIM

MODEL:	FD EFINI RX-7 Aspec
PRICE:	45,150
DRIVE TRAIN:	FR
ASPIRATION:	TURBO
POWER:	261 HP
WEIGHT:	2689 lb

PROS & CONS

⊕ The RX-7 is the "bad boy" of the Mazda range—this front engine, rear-wheel drive monster has a turbo-charged engine capable of producing 261 HP at 6,500 rpm and taking the vehicle to a top speed in excess of 150 mph! The RX-7 takes up where the Eunos Roadster left off. This car has more power, more speed, and more of everything else, making it easily the best car in the Mazda range. Another great thing about this classic sports car is that you can get second-hand models. While these older models aren't as powerful as the newer ones, they still pack quite a punch, and for the asking price they're good value.

⊖ The biggest problem with the RX-7 is a simple one: To buy a new model of this top-of-the-range Mazda costs you anywhere between 32,400 and 45,150 Credits, which puts it out of the reach of the average driver. You have to win a few championships before you have the financial muscle to buy one of these, but in some ways this is a good thing. The RX-7 is not the kind of vehicle you should drive as a novice—its rear-wheel transmission and power-to-weight ratio would only cause problems. This car is definitely for experienced drivers.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
SAVANNA RX-7 GT-X	FC SAVANNA RX-7 GT-X	FR	TURBO	202 HP	2755 lb
SAVANNA RX-7 III	FC SAVANNA RX-7 III	FR	TURBO	212 HP	2645 lb
Efini RX-7 Type RZ	FD EFINI RX-7 '91 Type-R	FR	TURBO	261 HP	2777 lb

MAZDASPEED

UPGRADING THE MAZDA RX-7

The first thing to do is buy a new muffler for your RX-7. Go to the relevant section of the Mazda parts department and purchase a racing specification air filter and muffler. These cost 5,000 Credits but increase the car's power from 256 to 286 HP. You should now adjust the RX-7's gear ratios, but this is easily and quickly done. Next go the Turbo section and buy a racing intercooler. This only costs 3,500 credits and increases the car's horsepower to 304. Now if you have any money left, head to the Turbo Kit section, where you have a choice of Stage 1, 2, or 3 conversion. The route you choose depends on what you can afford. Stage 1, for example, only costs 5,000 Credits and gives the RX-7 an additional 32 HP. Stage 2 costs 14,000 Credits but improves the horsepower from 304 to 407 HP, and finally the Stage 3 turbo kit is a cool 45,000 Credits—more expensive than the car itself!—but boosts your RX-7's power to a staggering 499 HP! Check your bank balance then go with the best you can afford.

mazda RX-7 LM EDITION

SPECIAL MODEL



PROS & CONS

+ This is the ultimate car in the Mazda garage. The RX-7 Limited Edition uses a turbo-charged engine to produce an amazing 596 horsepower at 7,600 rpm, making it capable of over 170 mph! The other thing that makes the RX-7 LT so good is the minimal weight of the vehicle. When you put a weight of 2,116 lb up against the RX-7's 596 HP, you get some idea of the power-to-weight ratio it has in its favor. If you can afford it—earning the Credits for this mean machine is a major task—this is certainly the car to have in your garage.

– There is nothing wrong with the RX-7 Limited Edition in terms of specification, power, and handling ability—in fact in these areas it's practically faultless. The problem lies in the financial side of the deal—at a mind-blowing half a million credits, this car is only within the financial reach of the *Gran Turismo* elite. You have to save long and hard to afford one of these, by which point you have to wonder if you need it! Other than the price, the RX-7 is perfect.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

MAZDASPEED

UPGRADING THE MAZDA RX-7 LM EDITION

As with all limited editions, no modification is required when you buy the RX-7 LM, as it comes fully equipped with the best parts and accessories the dealer has to offer. You may wish to change the tires to suit your personal taste, but this is all you need to replace.

SUBARU

IMPREZA

NEW MODELS

Impreza WRX SPORTS WAGON


NORMAL TRIM


RACING TRIM

MODEL:	IMPREZA '96 WAGON WRX
PRICE:	25,220
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	236 HP
WEIGHT:	2843 lb

Impreza WRX


NORMAL TRIM


RACING TRIM

MODEL:	IMPREZA '96 SEDAN WRX
PRICE:	25,550
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	2755 lb

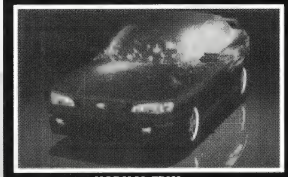
Impreza WRX SPORTS WAGON WRX STi Version III

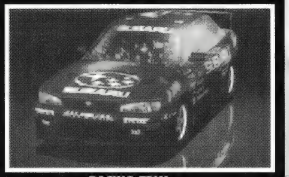

NORMAL TRIM


RACING TRIM

MODEL:	IMPREZA '96 WAGON WRX STI VERSION III
PRICE:	28,850
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	2865 lb

Impreza WRX WRX STi Version III

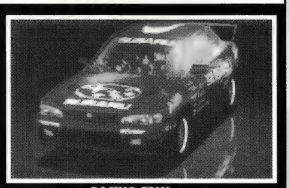

NORMAL TRIM


RACING TRIM

MODEL:	IMPREZA '96 SEDAN WRX STI VERSION III
PRICE:	28,850
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	2755 lb

Impreza WRX type R STi Version


NORMAL TRIM


RACING TRIM

MODEL:	IMPREZA WRX-STI TYPE R
PRICE:	30,000
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	2733 lb

PROS & CONS

The Subaru Impreza is one of the best cars in *Gran Turismo*. You can see that this baby has it all just by checking out the stats: It has four-wheel drive, giving it excellent road-holding qualities and the ability to take corners at surprisingly high speeds. It's 2.0-liter, DOHC, turbo-charged engine delivers 276 HP, making it one of the fastest cars available. It's also a relatively light vehicle, considering its engine size, so the Impreza's great power is even more noticeable when you drive it.

It's hard to say negative things about the Subaru Impreza because it's a well-rounded and complete racing car. However, the price tag is something to complain about! It starts at 25,220 Credits for the basic model and rises to nearly 29,000 for the top-of-the-range Impreza '96 Sedan WRX Sti Version III, a hefty price to pay. This certainly isn't a car you can afford straight away—you need to work at the game, win some races, and build up some Credits before you can buy this baby—but that's what *Gran Turismo* is all about.

IMPREZA

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
Impreza WRX STi Version II	IMPREZA '95 WAGON WRX-STi Version II	4WD	TURBO	256 HP	2821 lb
Impreza SPORTS WAGON WRX STi Version II	IMPREZA '94 WAGON WRX	4WD	TURBO	256 HP	2821 lb
Impreza WRX STi Version II	IMPREZA '95 SEDAN WRX-STi Version II	4WD	TURBO	256 HP	2755 lb
Impreza	IMPREZA '94 WRX	4WD	TURBO	217 HP	2821 lb

STi
SUBARU TECNICA INTERNATIONAL

UPGRADING THE SUBARU IMPREZA

There isn't much that needs instant attention, as the Impreza is pretty much ready to race when you buy it—but then for 25,000 Credits, that's what you should expect! If you still have some cash left after buying the Impreza, the first thing you should change is the intercooler. Go to the Subaru parts shop and buy a sports intercooler to greatly enhance the power of your car, giving a better rate of acceleration and even a higher top speed. You can also change the tires—get a set of racing specification hard compound tires on both the front and rear of the vehicle. Because the Impreza has four-wheel drive, you don't really need to worry about improving the grip with soft tires, so fit the harder compound ones that last longer and therefore require fewer visits to the pits.



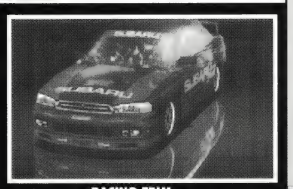
SUBARU

LEGACY

NEW MODELS

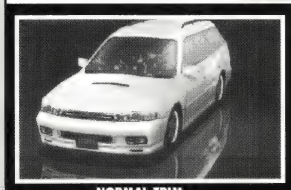
LEGACY RS
TOURING SEDAN


NORMAL TRIM


RACING TRIM

MODEL:	LEGACY TOURING SEDAN RS
PRICE:	27,330
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3042 lb

LEGACY GT-B
TOURING WAGON


NORMAL TRIM


RACING TRIM

MODEL:	LEGACY TOURING WAGON GT-B
PRICE:	29,330
DRIVE TRAIN:	4WD
ASPIRATION:	TURBO
POWER:	276 HP
WEIGHT:	3152 lb

PROS & CONS

⊕ In terms of power, the Subaru Legacy is more than capable of keeping up with the Impreza. The four-wheel drive set-up gives it great road-holding capabilities and makes it easy to drive, even for novice racers. Both models of the Legacy (the Touring Sedan RS and slightly more expensive Touring Wagon GT-B) have the same transmission configuration and also share the same power output, but the Touring Sedan RS is slightly faster, due to its lesser weight.

⊖ The sheer weight of the Legacy is by far its biggest problem. While its transmission and engine arrangement is similar to that of the Impreza, the Legacy Touring Sedan weighs around 300 lb more than the Impreza's 2,755 lb, and this additional load impairs its acceleration and top speed. However, for a car of this size, the Legacy's handling isn't that bad. The other minor problem is its price. The Sedan RS costs 27,330 Credits and the Wagon GT-B 29,330 Credits, which is quite expensive when you look at the specifications of other cars in this competitive price bracket.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
LEGACY GT Touring Wagon	LEGACY '93 TOURING WAGON GT	4WD	TURBO	246 HP	3064 lb

STi
SUBARU TECNICA INTERNATIONAL

UPGRADING THE SUBARU LEGACY

The first thing to do with your newly acquired Legacy is lower its weight to a more acceptable level, so go to the "Others" section and select the Weight Reduction option. Purchase Stage 1 then Stage 2, which cost a total of 7,500 Credits and reduce the vehicle's weight to 2,738 lb. Next go to the Muffler and Air Filter section and buy a racing muffler for 5,000 Credits. This takes the Legacy's power to 301 HP; to boost it by another 19 HP, spend 3,500 Credits on a racing specification intercooler from the Turbo section. Finally, buy your Legacy a Stage 1 turbo kit for 5,000 Credits to increase its power further still, from 320 to 334 HP.

ALCYONE

NEW MODELS

NONE

PROS & CONS

⊕ Used cars are always thought of as the next best thing when you can't afford a good new one, but the Nissan Alcyone is one car that does not fit this theory! This baby packs some kind of power—its 3.3 liter, flat-six DOHC may be normally aspirated, but it can generate an amazing 236 HP at 600 rpm and an equally impressive 227.8 lb/ 4,800 rpm of torque. This all adds up to a car with some serious power under the hood!

⊖ Like the Nissan Pulsar, the Subaru Alcyone is only available as a second-hand model. Unlike the Nissan car, however, this machine is still expensive even when bought as a used vehicle! A model like the Alcyone SVX Version L costs in the region of 22,000 Credits, almost as much as a brand new Impreza '96 Wagon WRX! The other thing that kills the Alcyone is the sheer size and weight of the body—it weight in at 3,571 lb, so it needs all of its 236 HP to pull it along at a decent speed. The problem is that reducing a car's weight is one of the most expensive modifications in *Gran Turismo*, so when you add it to the high price of the used car, you can see why most drivers might ignore the Alcyone.

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
ALCYONE SVX Version L	ALCYONE SVX Version L	4WD	NORMAL	236 HP	3571 lb
	 NORMAL TRIM RACING TRIM				
ALCYONE SVX S4	ALCYONE SVX S4	4WD	NORMAL	236 HP	3505 lb

STi
SUBARU TECNICA INTERNATIONAL

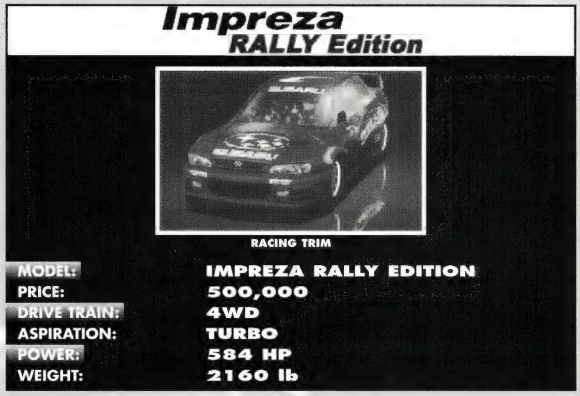
UPGRADING THE SUBARU ALCYONE

As mentioned earlier when detailing the disadvantages of the Subaru Alcyone, the area that needs instant attention is the vehicle's weight. Go to the "Others" section in the Subaru parts department, then select the Weight Reduction option. At this point it's basically a case of how much money you have to spend, but don't forget that you can't just jump in and buy the Stage 3 conversion right away! You must first buy Stage 1, then 2, and finally Stage 3, and they cost 1,200, 6,000 and 25,000 Credits respectively. If you can afford it, you should buy Stages 1 and 2, which have a total cost of 7,200 Credits and that isn't a bad value. However, if you have 32,200 Credits to spend (and if you have, why didn't you get a better car?!), you can go for the complete weight reduction modification. This lowers the Alcyone from the standard 3,571 lb to a much improved but hardly ideal 2,784 lb.

SUBARU

IMPREZA RALLY EDITION

SPECIAL MODEL



PROS & CONS

⊕ If you take the standard Subaru Impreza, with its four-wheel drive, 2.0-liter, DOHC turbo-charged engine, then modify it with all the best parts and know-how, you get the Impreza Rally Edition! The first big change that you notice is the power of the car—it's been more than doubled from the standard 276 HP to an awesome 584 HP! The Subaru mechanics have dropped the weight of the machine from a standard 2,755 lb to a lightweight 2,160 lb. So imagine the standard Impreza—already one of the best cars around—then add those major modifications and you can begin to appreciate the sort of super-car you have on your hands!

⊖ The simple and blatantly obvious drawback to this amazing Rally Edition Impreza is the price—it sets you back a wallet-shredding 500,000 Credits! This is far, far too expensive for most *Gran Turismo* players, and it takes a lot of time and patience to build up your funds so you can get your hands on this baby! Other than the price, there's nothing wrong with the Impreza Rally Edition, so all you can do is keep winning races and saving your prize money and keep dreaming about the day you can afford to buy one!

USED MODELS

LOGO	MODEL	DRIVE TRAIN	ASPIRATION	POWER	WEIGHT
NONE					

STI
SUBARU TECNICA INTERNATIONAL

UPGRADING THE SUBARU IMPREZA RALLY EDITION

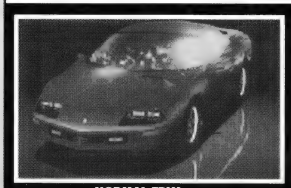
No upgrades or modifications are required, as the Impreza Rally Edition is already race-tuned and fitted with the best parts you can buy. The only thing you may wish to change is the tire selection. A soft rubber compound is used front and rear as the default tire set-up, but you may wish to change this to suit your own taste. However, they're set to soft for a reason, so change the tires at your own risk.

CHEVROLET®

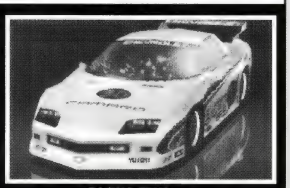
CAMARO®

NEW MODELS

CAMARO Z28®



NORMAL TRIM



RACING TRIM

MODEL:	CAMARO Z28
PRICE:	24,770
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	285 HP
WEIGHT:	3461 lb

PROS & CONS

Despite its front engine, rear-wheel-drive configuration, which usually leads to a twitchy car that's hard to control, the Chevrolet® Camaro displays some of the best road-holding abilities in its class. This is mainly down to the sheer weight of the Camaro, which is a hefty 3461 lb. It holds the road extremely effectively, so you can really use the power that the 5.7-liter, V6, OHV LT1 engine produces. The other thing in the Camaro vehicle's favor is the price—for a top-of-the-range Camaro Z28, you only pay 24,770 Credits!

While the Chevrolet® Camaro vehicle's weight helps to keep it on the road and aids cornering, it's at a distinct disadvantage when racing against the lighter cars in *Gran Turismo*. The Camaro weighs in at 3461 lb and has 285 HP—compare that to the TVR Griffith, which has more power (340 HP) and weighs in at nearly 1100 lb lighter than the monster Camaro! As you can appreciate, it's tough for the Camaro driver to compete.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

CHEVROLET

UPGRADING THE CHEVROLET CAMARO

The first thing to look at on the Camaro is its power, as acceleration and top speed are its weakest aspects. First go to the Engine Tune-Up section and buy a Stage II tune-up. It's expensive at 14,500 Credits but this one simple modification increases your Camaro vehicle's power from 279 HP to 350 HP, which goes some way to overcoming the vehicle's weight. Next go to the Mufflers section and grab yourself a racing muffler. This costs 5,000 credits but increases the car's power to a respectable 388 HP. These two simple modifications add nearly 110 HP to the Camaro's power rating, taking a few seconds off its 0–60 acceleration time and, better still, increasing its top speed to around 190 mph.

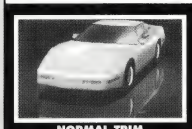
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CHEVROLET®

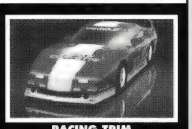
CORVETTE®

NEW MODELS

CORVETTE



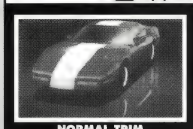
NORMAL TRIM



RACING TRIM

MODEL:	CORVETTE '96 COUPE
PRICE:	45,350
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	330 HP
WEIGHT:	3218 lb

CORVETTE GRAND SPORT™



NORMAL TRIM



RACING TRIM

MODEL:	CORVETTE '96 GRAND SPORT
PRICE:	49,250
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	330 HP
WEIGHT:	3218 lb

PROS & CONS

The Chevrolet® Corvette is the classic American muscle car: a big heavy body with lots and lots of power. The Corvette '96 Coupe and Grand Sport both feature a front-mounted, cast iron 5.7-liter V8, OHV LT1 engine capable of delivering in the region of 330 HP and 340.6 lb ft! This can take the car from 0–60 in around six seconds and carry it to a top speed of over 185 mph. Because of the Corvette vehicle's weight, which can become a problem against the smaller sports cars, either model has average handling that is suited to drift-racing.

The sheer size of the Corvette (a weight of 3218 lb, length of 179 inches, and width of 73 inches) means that if you leave the car standard, you could find yourself being left behind, due to under-acceleration. This problem is most noticeable from the start line—it's common to see the Corvette left standing, compared to smaller, lighter sports cars. However, even mid-range acceleration from corners and the like can be a problem. If you want to make the Corvette a race-winner, you have to improve the power-to-weight ratio.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

CHEVROLET

UPGRADING THE CHEVROLET CORVETTE

First go to the "Other" section, select the "Weight reduction" option., and go for Stage 3 weight reduction, which costs 25,000 credits. This removes any unneeded parts from the car and replaces essential parts with lighter versions. Although expensive, this option really helps to alleviate the Corvette vehicle's biggest problem. Buy yourself a racing muffler to boost the car's power from 323 HP to 361 HP, and also improve the power-to-weight ratio. Next go to the Engine Modifications option and buy a Stage II engine tune, boosting your car's power to 446 HP—with two modifications you have increased the Corvette vehicle's power by over 120 HP! In conjunction with the weight reduction, they make the Corvette a much faster car, so it can give the smaller sports cars a run for their money!

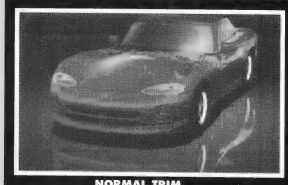
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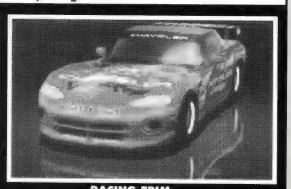
The New Dodge®

VIPER

NEW MODELS

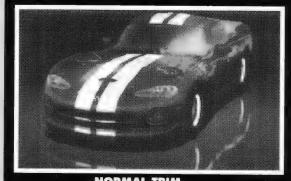
VIPER RT/10

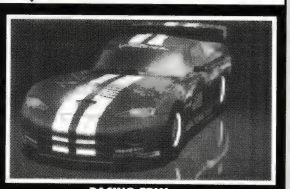

NORMAL TRIM


RACING TRIM

MODEL:	DODGE® VIPER RT/10
PRICE:	68,800
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	449 HP
WEIGHT:	3187 lb

VIPER GTS


NORMAL TRIM


RACING TRIM

MODEL:	DODGE® VIPER GTS
PRICE:	80,040
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	449 HP
WEIGHT:	3240 lb

PROS & CONS

The single most astonishing feature of the Dodge® Viper is its Lamborghini engine. This power plant is a 488 cu in, V10, OHV that has an unequaled firing cycle generating an amazing 449 HP at 5200 rpm! When you add these impressive stats to the fact that the overall weight of the Viper is only 3187 lb, you begin to get a feeling for the overwhelmingly powerful acceleration and speed this car is capable of. The Viper accelerates from 0–60 in around four seconds and pulls all the way through the power band right up to a top speed of 200 mph plus!

While sheer power is an essential part of any good sports car, it means nothing without control, and this is proved beyond doubt with the Dodge® Viper. The car's handling is definitely sporty, but the standard suspension set-up is incapable of containing the huge power that the engine delivers, so the Viper can feel very tense and twitchy when turning. This fact is magnified by the Viper's front engine, rear-wheel drive transmission set-up. The other problem with the Viper is its price: the basic RT model costs 68,800 Credits, which rises to 80,040 Credits for the Viper GTS.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

Dodge®

UPGRADING THE DODGE® VIPER

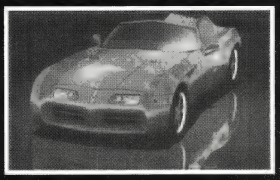
You need to improve the Viper's road-holding characteristics in an attempt to bring its massive power under control. Buy the semi-racing suspension kit for 8,000 Credits—or go for the racing support customized service, if you can afford it. Next fit a medium stabilizer to both the front and rear of the car; this helps reduce body roll around the turns, which also makes the vehicle more controllable. To make the Viper even more controllable and help it grip the racing surface, fit it with racing spec tires on the front and rear. Finally, if you have some Credits left over, have the engine tuned up and balanced. This costs 16,000 Credits and increases the Viper's power output from 440 to 453 HP!

The New Dodge®

CONCEPT CAR

SPECIAL MODEL

Concept Car



MODEL:	CONCEPT CAR
PRICE:	NOT FOR SALE
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	219 HP
WEIGHT:	2160 lb

PROS & CONS

⊕ The biggest advantage is that the Concept Car is free! Amazing as it sounds, all you have to do to earn this amazing vehicle is to win the Gold Cup in the Anglo-American sports car series, found in the Special Events section of *Gran Turismo*. Once you have the Concept Car, there's no need to spend valuable Credits on modifying it, as it comes fully race-tuned—just jump in and go for it! Like the other two vehicles in the Dodge® stable, the other thing that makes the Concept Car so good is its power-to-weight ratio. The aluminum block, 164 cu in, V6 DOHC engine delivers 219 HP at a peak 6,000 rpm, and all this from a car that weighs only 2160 lb!

⊖ Because the Dodge® Concept Car is very similar to the Viper, in many ways it suffers from the same problems. Like its fellow snake, the Concept Car has a small body (length 167 inches, width 72 inches), a front engine, rear-wheel-drive transmission set-up, and more power than the suspension can cope with. You really have to concentrate to keep this baby on the road!

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

Dodge®

UPGRADING THE DODGE® CONCEPT CAR

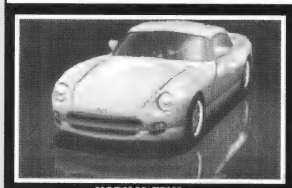
No upgrading is required, as the Concept Car comes fully race-tuned. The only thing you may wish to change is the tire selection of the vehicle. There's soft compound rubber on front and rear, as a default set-up, but you may wish to change this to suit your taste, although you should be careful, as this can make the Concept Car even harder to control.

TVR

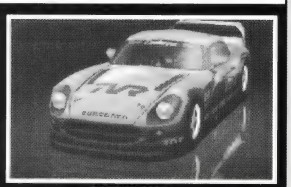
CERBERA

NEW MODELS

Cerbera



NORMAL TRIM



RACING TRIM

MODEL:	CERBERA
PRICE:	84,800
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	350 HP
WEIGHT:	2425 lb

PROS & CONS

The TVR Cerbera is a powerful car. It has an amazing weight-to-power ratio that's hard to beat, putting out an amazing 350 HP yet weighing a measly 2425 lb. Compare this to the top-of-the-range Acura NSX Type S, which has stats of 276 HP and 2910 lb, and you get some idea of the sheer power of this car! The Cerbera has awesome acceleration—few vehicles can keep up with this TVR terror!

The Cerbera is a front engine, rear-wheel-drive car, so unless you're an accomplished driver, it's likely to cause you problems. This style of transmission means that the vehicle's prone to body roll and wobble at high speed and when braking heavily, so beware. The other big problem is the Cerbera's price tag. It costs 84,000 Credits, and for an automobile that's difficult to drive, this is really expensive. For a similar price there are other cars that you should choose first.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

TVR

UPGRADING THE TVR CERBERA

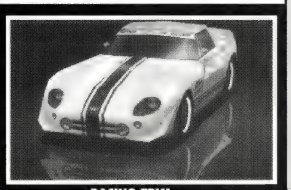
The first thing you should modify is the suspension set-up, because the Cerbera's transmission configuration is front engine, rear-wheel-drive and so suffers from body wobble when braking and accelerating. Go to the Suspension section and buy the semi-racing set-up. This is the intermediate upgrade and only costs around 2,000 Credits. Next go to the Stabilizers option and buy medium ones for the front and back of the car. These simple and cheap modifications make the Cerbera much more driver-friendly and make the business of taking corners a lot easier.

TVR GRIFFITH

NEW MODELS

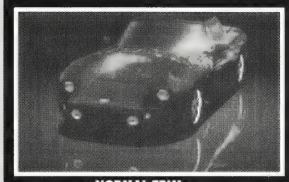
Griffith 500

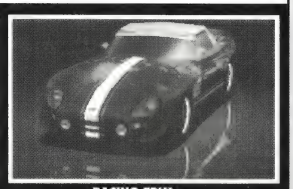

NORMAL TRIM


RACING TRIM

MODEL:	GRIFFITH 500
PRICE:	83,200
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	340 HP
WEIGHT:	2336 lb

Griffith 4.0


NORMAL TRIM


RACING TRIM

MODEL:	GRIFFITH 4.0
PRICE:	79,800
DRIVE TRAIN:	FR
ASPIRATION:	NORMAL
POWER:	335 HP
WEIGHT:	2336 lb

PROS & CONS

This car weighs in at 2336 lb, which is even less than the TVR Cerbera, but has an amazing 340 HP of power! So as you can tell, as with the TVR Cerbera, the Griffith's biggest strength is its amazing torque-to-weight ratio, which is 350.7 lb/ft! This gives the TVR Griffith excellent acceleration that can take it from 0–60 mph in under seven seconds, then upward to a top speed of more than 150 mph. The TVR Griffith requires skill to drive, but if you have what it takes, this powerful car will serve you well.

When you consider that the TVR Griffith has a 304 cu/in, Rover V8, OHV engine in the body of a 1.6-liter sports car and has rear-wheel drive, you realize it will be difficult to control. Holding onto the Griffith around the tight corners and twisty sections is too much of a challenge for some. Another problem is the price. The Griffith 4.0 is the cheapest in the range and costs 79,800 Credits, rising to a staggering 83,200 Credits for the Griffith 500. TVR doesn't sell used cars, so you can't pick up an older model cheap. For the price of a Griffith you could buy a 4WD car, like the top-of-the-range Subaru Impreza WRX-STi Type R for around 30,000 Credits, and still have 50,000 to spare!

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

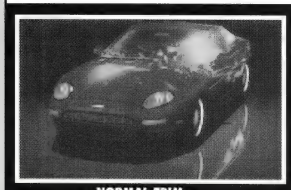
UPGRADING THE TVR GRIFFITH

Upgrading the TVR Griffith is simply a case of improving its stability to compensate for the rear wheel drive, so your first purchase should be racing support suspension. This modification enables shock absorber and camber adjustment, and also rapid exchange of springs with different rates. Now buy a set of racing stabilizers, medium for both front and back; in conjunction with the suspension, this should make your TVR easier to handle. You may also want to buy a sports muffler. Costing only 1,800 Credits, it improves the vehicle's torque at high engine speed, helping you to keep its speed high on long straightaways.

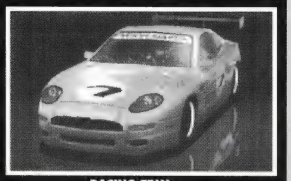
DB7

NEW MODELS

DB7 Coupe



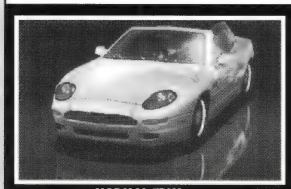
NORMAL TRIM



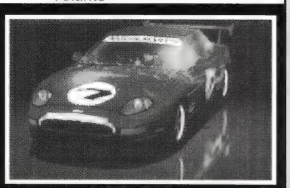
RACING TRIM

MODEL:	DB7 COUPE
PRICE:	150,000
DRIVE TRAIN:	FR
ASPIRATION:	MECHANICAL
POWER:	335 HP
WEIGHT:	3802 lb

DB7 Volante



NORMAL TRIM



RACING TRIM

MODEL:	DB7 VOLANTE
PRICE:	164,000
DRIVE TRAIN:	FR
ASPIRATION:	MECHANICAL
POWER:	335 HP
WEIGHT:	4133 lb

PROS & CONS

+ The Aston Martin DB7's 3230cc, in-line six-cylinder, 24-valve, Jaguar-built engine produces a maximum power of 335 HP and peak torque of 361.1 lb ft, making it incredibly fast, despite the car's 3802 lb weight. In fact, the DB7 is quite maneuverable and easy to drive, as the sheer weight means it holds the road far better than you may expect, particularly when you consider this car has a front engine, rear-wheel drive transmission set-up. Because its engine utilizes a Supercharger, the DB7 delivers a seamless surge of power through the entire acceleration curve, pulling strongly all the way up to its maximum speed, which is in excess of 170 mph!

– For a bad point, look no further than the price. The cheapest version of the Aston Martin DB7 has a hefty 150,000-Credit price tag, and if you want the DB7 Volante, you're looking at an inflated price of 164,000, so the DB7 isn't a car that you can buy straight away. When you consider that for less than a third of the price (43,000 Credits), you can buy a top-of-the-range Mitsubishi GTO 4WD Twin Turbo, DB7s are prohibitively expensive. In addition, Aston Martin does not sell second-hand cars, so you have no opportunity to find a used car bargain.

USED MODELS

LOGO	MODEL	TRANS	ASPIRATION	POWER	WEIGHT
NONE					

UPGRADING THE ASTON MARTIN DB7

The DB7's weight means acceleration is one of its weakest features, so make this the first shortcoming you modify. Go to the Aston Martin parts shop then head for the Turbo section and buy the Turbo Kit Stage 1. This improves the DB7's power from the standard 328 HP to 359 HP, vastly improving its acceleration through all the gears and 0–60 mph rating. Next buy the semi-racing muffler—it only costs 3,000 Credits and helps to improve the DB7's engine efficiency and overall power. Adding this seemingly minor modification to the turbo kit further boosts the power of the Aston Martin to a staggering 387 HP!


ASTON MARTI

LICENSE TEST B

The license tests in *Gran Turismo* aren't just sub-games that you can try when you feel like it—this part is actually an extremely important factor of playing and completing the game. If you don't pass the license tests you can't enter the competitions and this means you can't race, which means no money and no cars!

The license tests are split into three different categories: License "B," License "A," and License "A" International. You can attempt to pass them in any order, but you must hold the relevant license to race in the corresponding series of races. This section of the book gives you a step-by-step guide to all three licenses and every test in each.

This is the first license you should go for. It consists of seven basic tests, then a license examination at the end. Here's a guide to each:

LICENSE B-1

DEMIO LX

CAR USED:
MAZDA DEMIO
TIME LIMIT:
36 SECONDS
DIFFICULTY:
EASY



EXTRA INFO: OVERRUN THE GOAL AREA OR THE TIME LIMIT AND YOU FAIL THE TEST.

1. You must simply accelerate in a straight line from the starting point and then stop in the goal area exactly 1000 meters away! **2.** Once the test starts, jam the accelerator down and keep the car completely straight. Turning the car will cause your speed to fall so keep the car pointing forward at all times. **3.** Keep the car going as fast as you can until you reach the 900 meter banner. Once you've gone underneath the banner, count two seconds, then push the brake button. **4.** Your car should come to a stop just inside the goal area and you should have passed with ease!

LICENSE B-2

GTO

CAR USED:
MITSUBISHI GTO
TIME LIMIT:
27 SECONDS
DIFFICULTY:
EASY



EXTRA INFO: AGAIN, OVERRUN THE GOAL AREA OR THE TIME LIMIT AND YOU FAIL THE TEST.

1. This second test is identical to test B-1 in every way except for the fact that the time limit has dropped to 27 seconds and you are using a faster car, namely the Mitsubishi GTO! **2.** As before floor the accelerator as soon as the test starts and keep the car straight at all times. **3.** Now as you approach the 900 meter banner get ready, then the moment you pass underneath this point jam the brakes on! **4.** You should come to a stop in the goal area just beyond the finish line!

LICENSE B-3

del Sol

CAR USED:
HONDA® DEL SOL
TIME LIMIT:
29 SECONDS
DIFFICULTY:
INTERMEDIATE



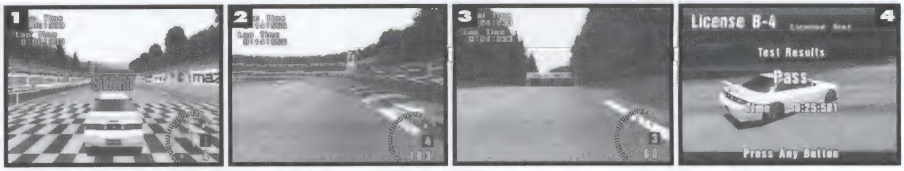
EXTRA INFO: LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

You must accelerate from the start point, turn the car through a corner, and then finish the test by driving over the line. The most important part of the test, and the section that'll determine whether you are successful, is your ability to take the corner safely at high speed, as leaving the track means instant disqualification! **1.** From the start keep the car straight until you have built up speed, then veer gently to the right. Don't make the turn too abrupt or you'll lose speed! **2.** Now as you approach the corner begin to turn and brake gently. **3.** You can take the corner at around 55 mph so try and hold this speed through the apex of the turn. **4.** Once you're safely through, put the power back on and accelerate up the bank to the finish.

LICENSE B-4

SILVIA K's 1800cc

CAR USED:
NISSAN SILVIA
TIME LIMIT:
26 SECONDS
DIFFICULTY:
EASY



EXTRA INFO: LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

This is basically the same as license test B-3, but you have less time. **1.** Use the same tactics as you did for test B-3, keeping the car straight while you accelerate then slowly veer to the right of the track so you can take the apex of the corner. **2.** Because the Silvia has better handling, but more power, you should take this corner at around 55-60 mph. If you feel the back end swing out then tap the brake to bring the car under control. **3&4.** Now simply accelerate out of the bend and to the finish.

LICENSE B-5

GTO

CAR USED:
MITSUBISHI GTO
TIME LIMIT:
25 SECONDS
DIFFICULTY:
EASY



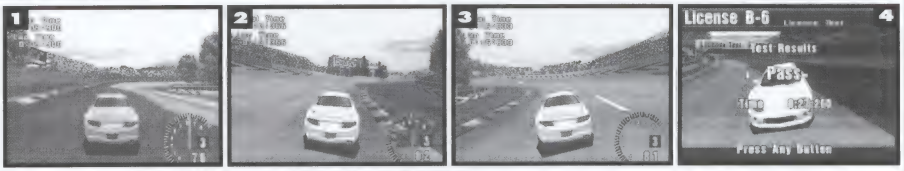
EXTRA INFO: LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

1. Once again this is almost the same test as the last, but with a limit of 25 seconds and a Mitsubishi GTO as the car. **2.** Follow the same procedure as before, however this time take the corner at around 60-65 mph. **3.** The GTO has good handling and should be able to make it through with ease. **4.** Get the power back on quickly once the corner has been taken to power your way to the finish!

LICENSE B-6

FTO GPX

CAR USED:
MITSUBISHI FTO GPX
TIME LIMIT:
28 SECONDS
DIFFICULTY:
EASY



EXTRA INFO: LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

This is where things start to get a little more tricky. For test B-6 you must steer your car through an S-bend while keeping both speed and full control as leaving the track (even something as basic as putting four wheels on the grass) means instant disqualification! **1.** From the start build up as much speed as you can while slowly veering over to the left. **2.** You must now make a right-hand turn, which you can take at around 75 mph. Take this first bend any faster and you'll make the second turn, which quickly follows, much harder so stick at this speed. Now the track turns left and you must make this turn at around the 80 mph mark. **3.** If you kept a good line through the first corner you should have the position and speed to take the apex of this second turn and then accelerate out of it, which will mean you can build up to top speed before the finish line. **4.** The key to this license test is to keep the car under full control through both bends. If you mess up the first corner you'll make the second much tougher for yourself! Stick to the speeds indicated and you should be able to complete this test!

LICENSE B-7

SILVIA K's 1800cc

CAR USED:
NISSAN SILVIA
TIME LIMIT:
27 SECONDS
DIFFICULTY:
INTERMEDIATE



EXTRA INFO: LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

This is the same test as B-6, except this time you are in a Nissan Silvia and have a tight time limit of 27 seconds! **1.** As before keep the car straight from the start and then veer to the left of the track so you are in a good position to take the first right-hand turn. Because the Silvia hasn't got the road holding abilities of the Mitsubishi FTO GPX you'll have to take this corner slightly slower. **2.** Around 75 mph will mean you'll keep control of the car and put yourself in a good position to take the second turn. **3.** The left-hand bend that immediately follows should also be taken at around 75 mph through the apex. However, as soon as you begin to straighten up jam the accelerator down and power your way out. **4.** The finish line is just a short straight away. If you stick to the speeds indicated here you'll keep your car at a controllable speed that allows you to make it through the corners safely.

LICENSE B-8

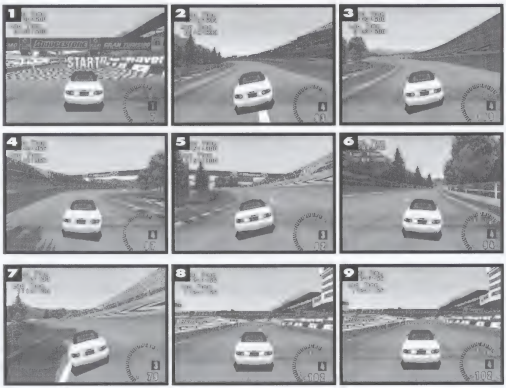
EUNOS ROADSTER
V-SPECIAL

CAR USED:
MAZDA ROADSTER V SPECIAL

TIME LIMIT:
1 MINUTE 22 SECONDS

DIFFICULTY:
EASY

EXTRA INFO: LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.



This license examination represents the culmination of all the training you have done in this section—you must complete one full lap of the circuit in under 1 minute 22 seconds.

1. As soon as the examination starts, hold the accelerator down and build up speed as quickly as possible—keep the car straight, as it accelerates much quicker this way. **2.** There's a very easy left turn that can be taken as fast as you want, so steer your car through the apex and keep accelerating! **3.** Now you must make another easy left. As before, apex the corner and keep your speed as high as you can.

4. Next you come to the right-left section that was used in the B-6 and B-7 tests. Take the first right-hand turn at around 75 mph. **5.** The left that follows should be taken at around 80 mph. The Roadster has excellent road-holding abilities and can take these corners through the apex at high speed—only use the brake if the back end of the vehicle starts to slide out.

6. You come to a long straightaway that gives you the chance to build up to maximum speed. As you do so, slowly veer to the right-hand side of the track. **7.** The final turn of the circuit is an easy left-hander that can be taken at full speed with ease. Concentrate on keeping the car under full control through the apex. **8.** Now get the power on as soon as you begin to straighten up again.

9. As you near the finish it's just a race to the line—keep the car pointing straight ahead and the accelerator down! If you've beaten the 1 minute 22 seconds time limit, you have passed the examination and obtained your Class "B" License.



LICENSE TEST A

This is where things start to heat up. You have the basic driving license but now it's time to get your Class "A" certificate. As before, the license test consists of seven individual tests and a final examination; all must be passed in order to get the "A" driving license. This next section steers you through all seven basic tests, plus the final exam.

LICENSE A-1

Supra

CAR USED:
TOYOTA SUPRA
TIME LIMIT:
34 SECONDS
DIFFICULTY:
EASY
EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.



Here you must accelerate from the start point, turn a corner at high speed, then complete the course and drive over the finish line. This test is similar to the one you should have already completed while obtaining your series "B" license. However, this time around, the straightaway that proceeds the corner is much longer and the car you're using is a little faster (it's now a powerful Toyota Supra). These two factors make the entrance speed to the corner much higher than in previous tests, so take extra care. **1.** When the test begins, hold down the accelerator and keep the car as straight as possible to gain speed quickly. You have to make an easy left turn before you come to a long straightaway that allows you to build up to maximum speed. **2.** As you drive down this section of track, slowly veer to the right of the track and get ready to make the left-hand turn. **3.** You must drop your speed to around 55–60 mph as you begin to turn. Drop your speed too early and you lose too much time; too late causes the back of the Supra to slide out of control. Once you've passed the apex of the corner, put the power back on and accelerate out of the turn. **4.** Keep the car under careful control, slowly straightening the vehicle up as the track straightens. Now simply power your way to the finish line and complete the test.

LICENSE A-2

Supra RZ

CAR USED:
TOYOTA SUPRA RZ
TIME LIMIT:
26 SECONDS
DIFFICULTY:
EASY
EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.



This test is pretty much the same as A-1, but this time you're on a slightly different track, there's a reduced time limit of 26 seconds, and you have a Toyota Supra RZ.

1. As before, keep the car as straight as possible while accelerating from the start line, then make the easy left-hand turn, accelerating all the time. Now that you're on a straightaway, slowly move to the left side of the track in preparation to take the apex of the oncoming right-hand bend.

2. The speed through this corner is around 55 mph on entrance, rising to around 60 mph as you reach the apex. **3.** As before, drop your speed just as you begin to turn—this means you keep momentum while bringing the car under control.

4. Once you've passed the apex, get back onto the accelerator to build up your speed again. Now slowly straighten up the car as you approach top speed. The finish area is just ahead!



LICENSE A-3

RX-7

CAR USED:
MAZDA RX-7
TIME LIMIT:
44 SECONDS
DIFFICULTY:
EXPERT
EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.









This is the toughest test so far. The time limit may seem high, but the tight corner and tricky steering coupled with the Mazda's relatively poor road-holding make this license test difficult.

1. As ever, don't steer the car when the test begins and build up as much speed as possible. There's an easy left turn followed by an easy right; both can be taken at full speed, so keep the accelerator down all the time. Now you come to a long straightaway that allows you to build up a lot of speed—you should be going at around 125 mph. **2.** Now the track bears slightly to the left, which isn't a problem in itself, but almost immediately after this corner is a sharp right-hander that you cannot enter at any more than 60 mph. Don't forget, if you leave the track, you fail the test, so it's better to be safe than sorry.

3. The problem with this section of the test is that you're braking while still turning through the first easy left-hander, which means your car loses grip and stability. You must use counter-steering and keep the vehicle under full control while you apply the brakes, then swing the car into the sharp right-hander as you slow to the correct speed. It's all too easy to let the back end of the car slide out, and if this happens, nine times out of ten you leave the track and fail the test.

4. Concentrate on keeping the car as straight as possible through the easy left, as this makes your braking line much safer and puts you in the correct position to apex the sharp right-hander. Once you have driven through the apex, increase your speed to around 75 mph as you accelerate out of the corner.

Now start to build your speed back up as you approach the finish line. Here you should keep the car straight while maintaining a good line of the track to increase acceleration.

LICENSE A-4

SKYLINE GT-R

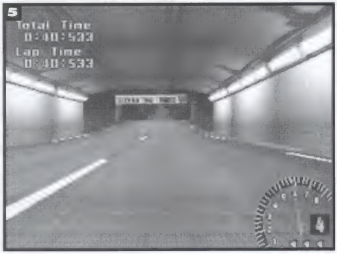
CAR USED:
NISSAN SKYLINE GT-R
TIME LIMIT:
39 SECONDS
DIFFICULTY:
INTERMEDIATE
EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.











This test is the first of its kind and sees you behind the wheel of a new car: the Nissan Skyline GT-R. You must steer through a complex series of corners as quickly as possible. The key is to take each corner as fast as you can, while keeping the car in the correct position to take the apex of the next corner.

1. From the start, build up speed as quickly as possible, not turning the car till you reach the first bend—an easy left that can be taken at full speed. **2.** You'll only be around the 75 mph mark, so just keep the power down and go for it! The next turn is a tricky right-hand—slow down to around 55 mph to take this corner safely. Use the brakes to bring the car under control the second before you begin to turn. Next it's another right-hand bend. Take this one at 75–80 mph. You don't need to use the brakes; simply release the accelerator for a second. As soon as you're through the apex of the corner, accelerate away.

3. You now go through a short tunneled section so use this to build your speed back up. As you do so, veer to the right-hand side of the track in preparation for the left-hand turn that's approaching. **4.** You can take this corner at around 85 mph; again, simply releasing the accelerator is sufficient to slow the car down to a safe speed (using the brakes wastes valuable seconds).

5. As you complete this final turn, accelerate away and keep the car straight until you reach the finish line.

LICENSE A-5

Prelude

CAR USED:
HONDA® PRELUDE
TIME LIMIT:
32 SECONDS
DIFFICULTY:
INTERMEDIATE
EXTRA INFO:



LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.
This is another complex corner test that takes you through a series of three turns then a tunnel. You're using the Honda Prelude, which is a fast car but has poor handling, so watch those corners! From the start, drive ahead and build up speed as quickly as possible. As you do this, veer to the right-hand side of the track.

1. Now make an easy left, which can be taken at full speed. You'll only be doing around 70 mph, so just keep the power down.

2. You immediately go into a right-hand bend that should be taken at around 80 mph. You can enter the corner slightly faster, but the final section of the corner, just after the apex, is a little sharper, so be ready to release the accelerator. Don't use the brake, as it costs you too much time.

3. Now comes the toughest corner of the test. It's a left-hand bend into a tunnel, so you must get your timing right or you hit the wall of the tunnel. You should take the corner at 45–50 mph, so you need to use skillful braking to bring the car under control, then once you're safely through the apex of the corner, pour the power back on and accelerate away.

4. If you want to get a good finishing time, you should have a speed of around 60 mph by the time you get into the tunnel. Now simply keep the car straight and power your way to the finish line.

LICENSE A-6

MR2

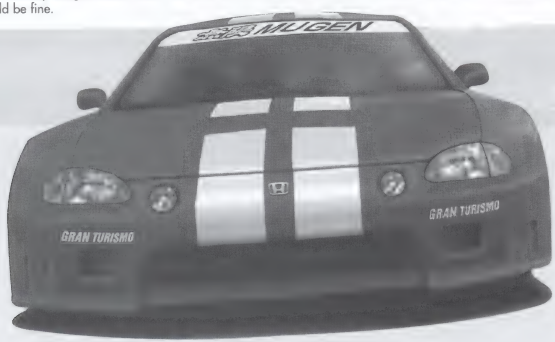
CAR USED:
TOYOTA MR2
TIME LIMIT:
27 SECONDS
DIFFICULTY:
EXPERT
EXTRA INFO:



LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.
This is another tricky one that tests your cornering ability like never before! **1.** As usual, don't touch the steering wheel while you initially build up your speed. First take an easy right-hand bend. You should have been able to build up to 75–80 mph by this point, so just keep the power down and go for it—no slowing down required! Take a left-hand bend, again at full speed, which should be around 90 mph by this stage. Just hold the racing line and cut the apex as best you can. Next is the first tough corner. **2.** You have to make a sharp right-hand turn that leads into a tunneled section. You can take this corner at around 55 mph, so use the brake to bring the car under control. Be careful, as going too fast sends you into the wall, and this means a test failure!

3. After a short drive through the tunnel, you reach another right-hand turn. This one isn't as sharp as the previous one, but still requires some skillful braking. You can take the corner at about 65–70 mph, so lightly touch the brake to slow the car down and drive through the corner's apex. You can put the power back on as soon as you're safely through.

Now you enter and exit another tunnel before you approach the final turn. This is an easy left that can be taken at any speed. **4.** You should be traveling at around 85 mph by this point. The only thing to watch for on this final turn is the dip in the road—it can knock your car around slightly and loosen its grip. If you hold the car steady, you should be fine.



LICENSE A-7

Impreza

CAR USED:
SUBARU IMPREZA

TIME LIMIT:
33 SECONDS

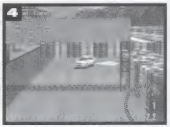
DIFFICULTY:
INTERMEDIATE

EXTRA INFO:
THIS IS YOUR FIRST SPECIAL TECHNIQUE TEST.









This is a special test that requires you to drive around a 100-meter circuit five times. You must use skillful braking skills to keep the car sliding around in a near constant circle, while keeping it under complete control. You're using the Subaru Impreza, which has excellent handling (it also has excellent power, but in this test you don't get to use it!), so keep your head and go for it.

1. Once the test starts, accelerate and swing into the first left-hand turn. Put the power on as your car slides around. **2.** Now keep straight until you get close to the next turn. Here you should turn into the corner and brake at the same time, making the vehicle's back end swing out. When this happens, put the power back on to gain grip. **3.** You must repeat this cornering process for five laps of this specially constructed course. **4.** The time limit is strict, so hitting a wall or barrier spells disaster. You must concentrate on keeping the car's speed as high as possible while maintaining full control as you keep tight to the inside wall. Good luck!

LICENSE A-8

Supra RZ

CAR USED:
TOYOTA SUPRA RZ

TIME LIMIT:
1 MINUTE 8 SECONDS

DIFFICULTY:
EXPERT

EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.











This is it, the final "A" test. If you complete this course in the strict 1 minute 8 seconds time limit, you earn the "A" Class license and can participate in the championship! From the start, hit and hold the accelerator to build up speed—the first section of the track is the fastest, so you need to make up as much time as possible here. **1.** The first bend is an easy left that can be taken with ease at 90 mph plus; the following right-hander can also be taken at full speed.

You now come onto a long straightaway that gives you the chance to build up even more speed—anything up to 145 mph is possible on this section, so just go for it! **2.** At the end you have to slow down, big time, as there's a hard right-hand bend that you should enter at around 65 mph. Use progressive braking to slow the vehicle down and bring it under control, then once you're safely through the apex, accelerate to around 70 mph.

Once you're out of that bend, get back on the power and get ready for three easy corners in quick succession. **3.** Take the first left as fast as you want (your speed should be around the 110 mph mark by this stage), then steer through a right-hander at around 115 mph, and finally another left, which can be taken at 120 mph plus!

Now you're approaching the toughest corner on the track. The final turn is a tight right-hand one that tests your braking and steering skills to the max. **4.** You should enter the corner at around 45 mph and keep this speed until you have gone through the corner's apex, then increase your speed to around 50 mph. Now just hold your line and accelerate. This corner requires heavy braking and great skill to keep the car under control—it's where the test is won or lost! **5.** With this done, a sprint to the finish is all that stands between you and your shiny new Class "A" license.

LICENSE TEST A INTERNATIONAL

To get the first two licenses, you had to demonstrate a good level of all-around driving skill. However, to get a Class "A" International License you must be exceptional! As with the previous two licenses, the Class "A" consists of seven basic tests followed by an examination test. This final section steers you through the tests and all-important final exam—pass this and you can race in any championship you want!

LICENSE A-1 INTERNATIONAL

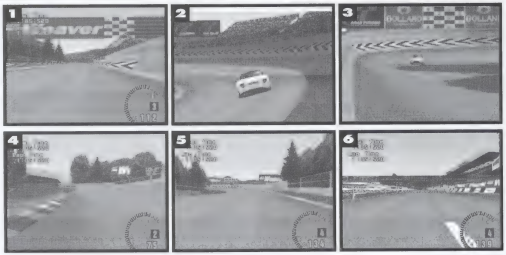
Griffith

CAR USED:
TVR GRIFFITH

TIME LIMIT:
1 MINUTE 7 SECONDS

DIFFICULTY:
EXPERT

EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

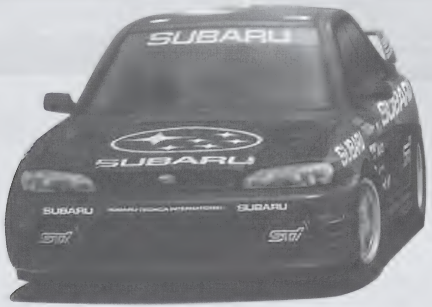


This first test in the International "A" Class takes place on the same circuit that was used for the "B" Class License examination. The difference is that you have a much tighter time limit of 1 minute 7 seconds and the car is the powerful TVR Griffith! This gives you some idea of the difficulty of the International "A" tests.

1. As soon as the test begins, accelerate as quickly as possible. **2.** There's a very easy left turn that can be taken as fast as you like, so just steer your car through the apex and keep accelerating. For a reference point, your speed should be around 130 mph by now.

3. Now take another easy left. As before, cross the apex of the corner and keep your speed as high as you can (it should be somewhere around the 100 mph mark). You reach a right-left section that really tests your driving ability. Take the right at around 75 mph. Enter the left-hand turn that follows at about the same speed, then once you're through the apex of the corner, speed up to approximately 85 mph before completing the turn and putting the power on full again. **4.** Now you come to a long straightaway that takes you through a tunnel and gives you the chance to build up to maximum speed, slowly veering to the right-hand side of the track as you do so. **5.** The final turn of the circuit is a medium left-hand that should be entered at around 95 mph. Concentrate on keeping the car under full control through the apex then increase power as soon as you begin to straighten up. You should aim to exit the corner at about 105 mph.

6. With this turn safely out of the way, you're back on the start-finish straightaway, so just pour on the power and race to the finish.



LICENSE A-2 INTERNATIONAL

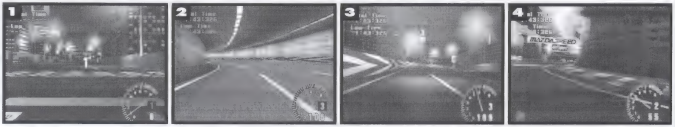
VIPER GTS

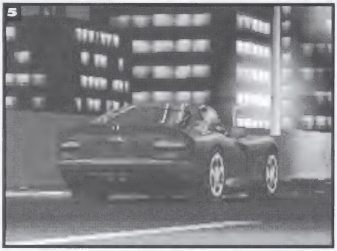
CAR USED:
DODGE® VIPER

TIME LIMIT:
1 MINUTE 30 SECONDS

DIFFICULTY:
EXPERT

EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.





The second test in the "A" International class once again requires you to complete a full lap of the circuit in a set amount of time—1 minute 30 seconds, to be precise. For this race, which takes place in the neon-lit city streets of Special Stage R5, you're controlling the powerful and sleek Dodge® Viper.

1. From the start, build up some speed, then as you accelerate, slowly veer over to the left side of the track and get ready for the first turn. Take an easy right at around 120 mph, followed immediately by a left that you have to slow down for. **2.** Tap the brakes to bring the car's speed down to around 80 mph as you enter the corner, then hit the power as you go through the corner's apex.

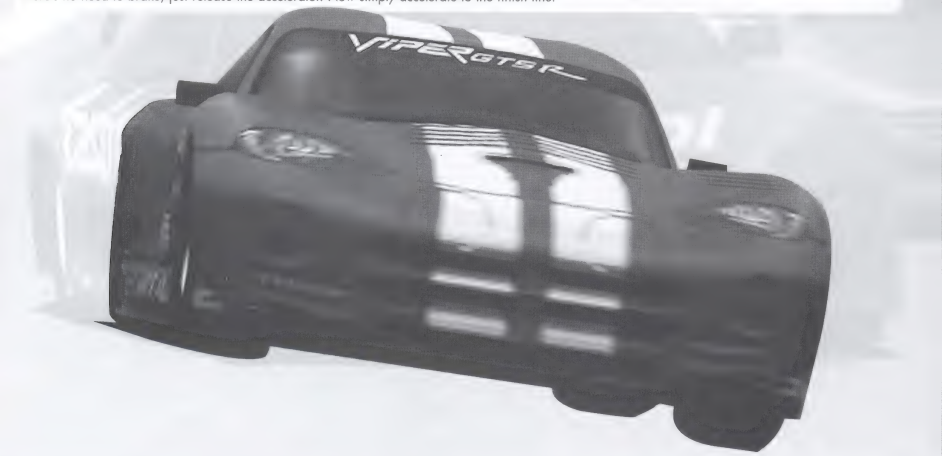
After a short straightaway you reach a right-hand bend that can be taken at around 100 mph. If you feel the car begin to slide, let off the accelerator for a second—the brakes slow you down too much. Now enter a left turn at around 55 mph then begin to accelerate away when you've taken the apex.

The next turn is a fast left that can easily be taken at 115 mph. The following right-hand turn is another quick one—power your way through here at 115–120 mph—but the next turn, also to the right, isn't as easy. **3.** Get on the brakes and bring the car's speed down to a controllable 80 mph before you enter this tricky turn. Once you're through the apex, put the power back on and accelerate away.

The next turn is a medium-speed left-hand bend. Enter the corner at around 105 mph then feed the power in as you pass the corner's apex. Next is a very sharp left. Use the brakes to drop your speed to around 30 mph before you attempt this corner. If you can flick the back of the car around the corner with some counter-steering, you can accelerate away earlier—but don't go crazy or you'll go spinning!

4. After a short straightaway you come to a right turn. Aim to enter this corner at around 70 mph then accelerate to approximately 80 mph through the apex. Next is the hardest section of the track, where there are sharp right, left, and right turns in quick succession. Get on the brake early to bring the car under control and make the first right at around 40 mph. Speed up slightly for the second—45 mph is about the speed you should be looking for—then take the last right-hand turn at about 50 mph.

5. Veer to the left-hand side of the track and get ready to race around the final bend. This is a hard right that can be taken at about 80 mph. There's no need to brake, just release the accelerator. Now simply accelerate to the finish line.



LICENSE A-3 INTERNATIONAL

Griffith

CAR USED:
TVR GRIFFITH

TIME LIMIT:
2 MINUTES 3 SECONDS

DIFFICULTY:
EXPERT

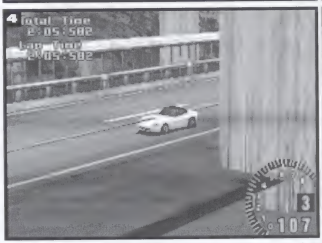
EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

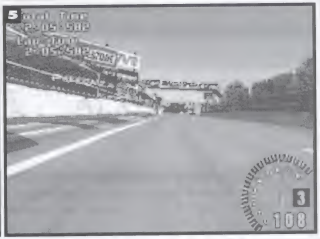












A short straightaway allows you to build speed back up. Take an easy left at about 115 mph, followed by an easy right at around 130 mph. Now you reach another easy left, but this one is over the brow of a hill, which makes navigation tough. It's easy to understeer this corner and end up in the barriers. Anticipate the corner and be brave—you'll need to be, as your speed should be approximately 135 mph at this point of the lap!

Now you come to a hard right, which should be entered at around 40 mph. You can build up to about 45 mph as you take the apex, but any more speed and you'll spin. Next is a long left, which you'll have to slow down for. Just release the accelerator and drop your speed to around 75 mph to safely make this turn. Take the following easy right slightly slower—around 65 mph should be fine.

1. As usual, keep the car straight to build up speed when the test begins. This course has a huge opening straightaway that allows you to build up to a maximum speed of around 120 mph.

2. You reach a hard right that must be taken at no more than 65 mph. You have to be heavy on the brakes to drop the car's speed sufficiently, and this causes the front end to swing out. Use opposite lock steering to control the vehicle.

3. Now it's another left-hand turn that takes you into a short tunneled section. This corner is quite tight so use the brakes to bring the car under control and down to around 55 mph. If you mess this up, you could end up in the tunnel wall, which means instant failure.

Through the tunnel you should be able to build your speed back up to around 90 mph, but then you must make a hard right turn into another tunnel. This corner is tighter than the previous one and requires a speed of no more than 45 mph to get around safely. Take care and use the brakes to avoid skidding into the wall of the second tunnel.

4. Next it's an easy right-hand bend that leads to a short section that takes you over a bridge. Take this corner at around 65 mph then once you're through the apex, use the accelerator and the straight section ahead to build up speed. The track enters another tunnel. A long right-hand turn requires you to drop your speed to around 100 mph—no need to brake, just release the accelerator for a second.

Now you enter the final sequence of corners. The first is a hard left that must be taken at 55 mph, so use progressive braking to reduce speed while keeping control. The track sweeps back on itself for a right-hand bend that should also be taken at around 55 mph. Here you should tap the accelerator to keep a constant speed throughout the entire corner. If you use too much power, you spin the vehicle, but back off and you lose valuable seconds!

5. Finally, the track turns right and back onto the start-finish straightaway. Constantly accelerating as you negotiate the last corner, keep your steering tight and watch out for the wall as you exit the bend. Once you're cleanly through the corner's apex, you should put the accelerator down and speed all the way to the finish line!

LICENSE A-4 INTERNATIONAL

VIPER GTS-R

CAR USED:
DODGE® VIPER

TIME LIMIT:
1 MINUTE 23 SECONDS

DIFFICULTY:
EXPERT

EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.

This fourth test in the "A" International series takes you to the picturesque Deep Forest circuit and puts you back behind the wheel of a Dodge® Viper and up against a tight time limit of 1 minute 23 seconds.









1. After you have built up speed, veer gently over to the right of the track—don't turn abruptly or you lose speed. As you approach the corner, begin to turn and brake gently. **2.** You can take the corner at 45–50 mph so try and hold this speed through the apex of the turn, then put the power back on and accelerate up the bank.

You should be up to around 100 mph by the time you reach the next turn. This one's an easy right that you should take at 75-80 mph. There's no need to use the brakes, just release the accelerator. **3.** Now take a left-hand bend at about 80–85 mph, so as before, release the accelerator then hold the racing line through the apex as best you can.

Now comes the first tough corner. You have to make a sharp right that leads into a tunneled section. Take this corner at no more than 60 mph, so use the brake to bring the car under control nice and early. Going too fast sends you into the wall and means a test failure.

After the short drive through the tunnel, your speed should have climbed to about 70 mph and you reach another right. It isn't quite as sharp as the previous one but still requires skillful braking. You can take the corner at about 65–70 mph, so lightly touch the brake to slow the car down. Drive through to the apex to maximize your speed, and accelerate as soon as you're safely through.

You enter and exit a tunnel before you approach the next turn, an easy left-hand that can be taken at pretty much full speed—you should only be going at approximately 85 mph anyway, so hold the racing line and go for it. Be wary of the dip in the road, however—it can knock your car around slightly and loosen tire grip.



4. Two left-hand turns follow. Both are pretty quick corners and can be taken at 80 and 85 mph respectively. As before, don't use the brakes, just release the accelerator to lower your speed.

Now you come to a short straightaway that then enters a tunneled section. Your speed can rise from 100 mph to 130 mph plus, approximately, which makes this a good section of the track to make up valuable seconds. When you exit the tunnel, you have to make a tough left that can be taken at about 85 mph. As soon as you're through the apex, start to accelerate down the straightaway.

5. By the time you reach the next bend, you should have increased your speed to around 105 mph. Release the accelerator and drop your speed to about 95 mph so you can safely take the left-hand bend that lies ahead. Now all that remains is the final sprint to the finish!

LICENSE A-5 INTERNATIONAL

Griffith

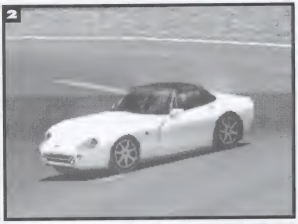
CAR USED:
TVR GRIFFITH

TIME LIMIT:
1 MINUTE 24 SECONDS

DIFFICULTY:
EXPERT

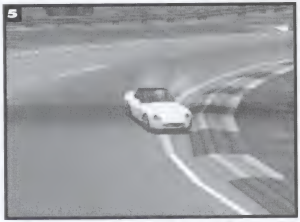
EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.













The test gets underway, hold down the accelerator to build up speed then veer slowly to the left-hand side of the track, as this puts you in the perfect position to take the upcoming turn. It's a very sharp right that requires you to drop your speed down from around 95 mph to something like 45 mph in a few seconds. **2.** While the TVR Griffith is capable of doing this, it causes the front of the car to become twitchy, so be careful. Once you have passed the corner's apex you can increase the speed slightly to about 50 mph (but not much more). Be very careful when taking this turn, as it's very easy to slide off the track and be disqualified.

3. Next is a left, right, left sequence of turns—take the first at 75 mph, the right at around 60 mph, then the next left at about 65 mph. The key here is to stick to the apex as best you can, as this means you have more control of the car and can keep your speed relatively high.

Now the track sweeps right. Take this turn at about 60 mph—because you're coming out of a slow section, you don't need to use brakes; if you release the accelerator, your speed drops to the correct level almost instantly. Now you have to make another right-hand turn that leads onto a long straightaway. The turn can be taken at 75 mph and once you're safely through, get back on to the accelerator.

4. As you speed down this straightaway, you should notice banners on the right side of the road that count down from 250 meters. As you pass the 100-meter barrier, gently apply the brakes—don't be aggressive or the car reacts by losing front-end grip.

You must now make a very sharp right. You cannot enter this bend at anything more than 40 mph. Hold this speed until you have cleared the corner's apex, then slightly increase your speed to around the 45 mph mark. Now comes a hard left. Enter the corner at 45 mph then slowly increase it as you cross the corner's apex. By the time you exit the corner, you should be doing approximately 50 mph.

5. Now the track sweeps to the left. This corner is quite deceiving—it looks like you have to slow down to make it around safely but in fact you can drive at about 90 mph. The trick is to swing the back end of the car around as you enter the turn, then as it slides, apply the accelerator to regain the traction. This gets you around quickly and safely.

Next is another left-hand turn. It's quite sharp so get on the brakes and reduce your speed to about 50 mph as you enter this turn. Once you're through the apex, put the power back on and accelerate away.

6. After a short uphill section, you reach a left-right twisty section that isn't too difficult, but because you can't see the road ahead, you must trust your judgment and be brave. If you get this wrong, you'll probably end up in the wall, which means you fail, but you have no choice—if you take the corner slowly, you lose too much time.

You're now entering the final section of the circuit. Take a right-hand turn at about 70 mph. You need to use your brakes here, as control is very important. Finally, there's an easy left followed by an easy right that leads you back onto the opening straightaway. Both of these turns can be made at any speed, so keep the power on and sprint to the line!

LICENSE A-6 INTERNATIONAL

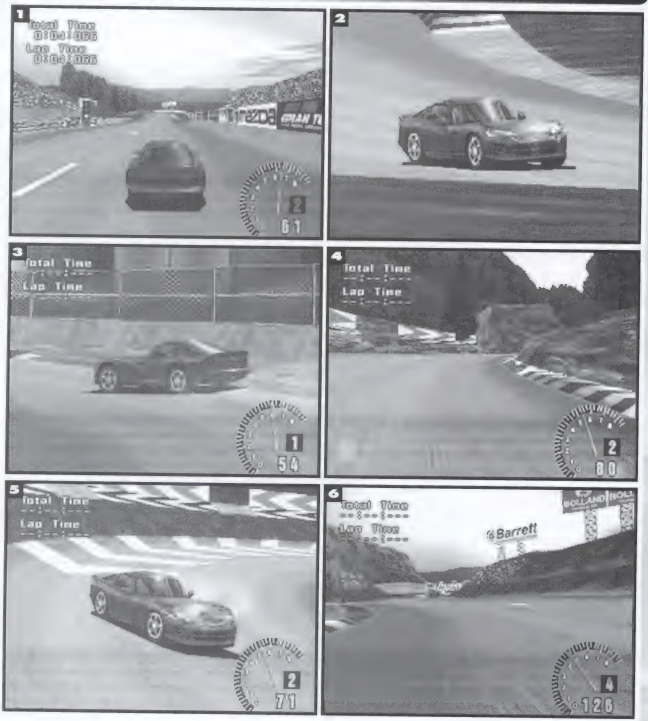
VIPER GTS

CAR USED:
DODGE® VIPER

TIME LIMIT:
1 MINUTE 33 SECONDS

DIFFICULTY:
EXPERT

EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.



This sixth test is set on the Trial Mountain course. A complete lap of the track must be finished within the time limit. For this test you're driving the Dodge® Viper, so watch out for oversteer when you put the power down—rear-wheel drive cars can loose traction in this situation very quickly!

1. Build up speed as fast as possible by driving straight ahead for as long as you can. The first corner can be taken at around 90 mph, and by this time you won't be traveling much faster anyway, so don't use the brakes, just release the accelerator and apex the corner.

2. The second bend is an easy left that can be taken at about 105 mph, so once again, if you're going significantly faster, simply release the accelerator.

3. You enter a tunneled section that requires you to brake to make a left turn. You cannot enter this corner any faster than 70 mph. There's a wall on the outside of this bend that saves you from failure, should you misjudge the turn, but it also slows you down, big time. **4.** The next turn is a tricky right-hand. Slow to around 60 mph to take this corner safely, using the brakes to bring the vehicle under control the second before you begin to turn. Take another right at 60–70 mph, reducing speed by releasing the accelerator for a few seconds. As soon as you're through the apex of the corner, accelerate away.

Use the short tunnel to build up speed, veering to the right-hand side of the track in preparation for the left turn that you're approaching. You can enter this corner at around 65 mph, then once you're through the apex, increase your speed to 70–75 mph.

You reach a downhill section that takes you through a tunnel then onto a long straightaway. You can build up to 140 mph plus in this section, so you can make up some lost time. When you see a left turn in the distance, release the accelerator—you need to slow down to about 60 mph to take this corner and trying to do it quickly using the brakes makes the car extremely twitchy and light on the front end. Releasing the accelerator takes off some speed before you begin to brake, which helps to keep the car under control.

5. Take the easy right, easy left combination of turns at around 90 mph and use the apex for the best line. Next is a sharp right—get on the brakes and bring your speed to 55–60 mph before you enter this corner, then slowly feed the power back in as you pass the corner's apex.

Next is a hard left that requires you to drop even more speed. This time you must get the car under control and down to about 50 mph as you make the turn. The following long straightaway allows you to build your speed to around 120 mph.

6. The final section of the circuit consists of an easy left, easy right combination—you can take both corners at approximately 110 mph, so release the accelerator as you approach them to keep your speed in check. Now simply re-apply the power and speed to the finish line!

LICENSE A-7 INTERNATIONAL

Griffith

CAR USED:
TVR GRIFFITH

TIME LIMIT:
2 MINUTES 11 SECONDS

DIFFICULTY:
EXPERT

EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL THE TEST.















Griffith is the penultimate test—complete this and all you have left is the "A" International Examination. A-7 is set on the Special Stage Route 11 that you should remember from the second "A" International test, albeit in a different lay-out. You're once again racing around city streets at night, and you're back behind the wheel of the TVR Griffith. As with the Dodge® Viper, take care when driving this car, as it's rear-wheel-drive configuration means that it can be very twitchy and loose at the back end, particularly under heavy acceleration or braking.

1. Make full use of the long starting straightaway—you should reach at least 100 mph, which gives you a good start to the lap. The first corner is an easy right that can be taken at 130 mph, then you should slow down to around 50 mph and enter a medium right-hand bend. As you come through the turn's apex, increase your speed to about 60 mph.

2. The track moves through a left-right twisty section that can be a little deceiving. Aim to take the first turn at about 90 mph, then drop your speed to about 60 mph for the right that quickly follows. **3.** Now comes another right-hand bend, followed by a left turn that shouldn't be taken above 45 mph. It's very easy to slide the car and lose control.

Accelerate down the straightaway, building your speed to 80 mph plus, before using the brakes to reduce the car's speed to about 50 mph as you enter a hard right. Be careful, as heavy braking in the rear-wheel-drive TVR Griffith can make it become loose and unresponsive.

Now you have to take a long left that seems to go on forever. Try and keep a constant speed of around 75 mph by tapping the accelerator for the duration of this turn. **4.** After a short straightaway there's a right-left twisty section that can be taken at high speed but requires anticipation and control. You should be aiming for a speed of about 100 mph through the right then accelerate to around 115 mph as you flick the car back through to the left.

Now you reach two easy rights; the first can be taken at approximately 115 mph, but for the second you should drop your speed to around 80 mph. In this situation, don't use the brakes, as simply releasing the accelerator is enough to bring the car's speed under control.

5. Next the track turns back on itself for two left turns. Lower your speed to a slow 40 mph before you enter the first corner, as it's quite sharp and causes problems if you're still braking as you begin to turn. The second left can be taken at a slightly faster pace—aim for 80 mph—and leads onto a straightaway where you can accelerate to 125 mph.

Now the track enters a tunnel and takes a long, hard right. Enter this corner at around 35 mph and hold this speed through the corner's apex, then slowly increase power while counter-steering to keep the car straight. This is a tough corner, so watch out!

6. Now there's another left before you reach a tricky right. Take the left at about 50 mph and the right slightly slower. Once you're through the apex of the right turn, hold down the accelerator and build up your speed—be sure to correct any loss of traction with some counter-steering.

Now another long straightaway gives you the chance to build up to around 115 mph. Stay alert, because a hard right turn awaits at the end of this section. As you approach the turn, release the accelerator and begin to apply the brakes. Don't be heavy-handed, as this causes the car to lose grip, which isn't what you want when you're entering a difficult turn. You should enter the turn at about 45 mph then *slowly* build up your speed when you have turned through the apex.

7. Next you have to take a long, easy right onto the opening straightaway. Take this final right at 80–85 mph then hold down the accelerator to make a sprint for the finish line.

LICENSE A-8 INTERNATIONAL

VIPER GTS

CAR USED:
DODGE® VIPER

TIME LIMIT:
2 MINUTES 11 SECONDS

DIFFICULTY:
EXPERT

EXTRA INFO:
LEAVE THE TRACK OR OVERRUN THE TIME LIMIT AND YOU FAIL.

You've finally made it to the final and most difficult challenge in the "A" International class. The examination determines whether you get a coveted license. You have to complete a lap of the track in a Dodge® Viper within the strict time limit of 2 minutes 11 seconds.

1. Accelerate away from the start point as quickly as possible—you should be able to reach at least 120 mph before the first corner. Now you come to an easy left, followed by an easy right. The left can be taken at about 100 mph, the right at 120 mph.

2. You must now make a difficult left turn. As you approach the turn, release the accelerator and apply the brakes. You should aim to enter the corner at no more than 40 mph. **3.** Steer into the corner, swinging the back end of the car around as you do so, then as soon as the back end of the Viper begins to slide away, apply power to gain grip and bring the car under control. The right-hand turn that immediately follows should be taken at around 24 mph; once safely around, accelerate away.

4. There's a tunnel next and a long, medium left that can be taken at around 90 mph. **5.** You exit the tunnel and go over a fast bridge section—you can easily get up to 125 mph! As you leave the bridge section there's a hard left taking you into another tunneled section. This turn can be taken at 70 mph—anything more and you risk hitting the entrance wall of the tunnel ahead!

As you exit the tunnel, release the accelerator and begin to slow down, as a hard right is coming up. This corner is difficult and cannot be taken at anything above 35 mph. **6.** Once you have got around the apex of the bend, you can increase your speed to 45 mph, but accelerate with care—the Viper is twitchy in situations like this.

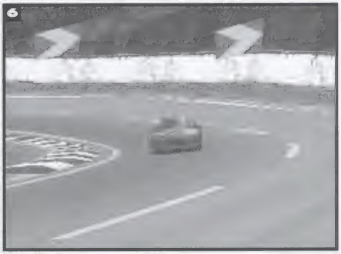
















Now you reach a left-right combination of turns; the left can easily be taken at 65 mph, the right at 75 mph plus. Use the brakes to slow your speed to about 45 mph before you enter a hard left, then hold the speed throughout by tapping the accelerator. **7.** The next section of the track consists of an easy right, easy left, easy right combination of turns—take them at approximately 110, 124, and 130 mph respectively and keep accelerating.

The final turn of the lap is a hard left that requires you to drop your speed to about 55 mph. Take the corner's apex then begin to put the power back on. The trick is to make the turn and swing the car around the corner at exactly the right time. **8.** Take care, as it's all too easy to lose control and end up in the gravel trap. Simply re-apply the power and accelerate to the finish line.

If you have beaten the time limit, congratulations are in order: You're now certified as an "A" International class driver! You can now enter any championship season of any tournament you want. Well done!



SIMULATION MODE

This is what *Gran Turismo* is all about. This mode has lots of features and competitions for you to try out and win. This section of the book steers you through all of the options available in this mode and gives you tips and help when necessary.

GT LEAGUE

This is the best place to start your racing career. The GT League section features four competitions to race in, with the ultimate goal being to win a Gold Cup for each! Here are the four competitions you can choose from:

SUNDAY CUP

LICENSE REQUIREMENT:	Class B
DIFFICULTY:	Easy
NUMBER OF RACES:	3
CHAMPIONSHIP BONUS:	15,000 Credits
PRIZE FOR GOLD CUP:	Mazda Demio A-Spec
TRACKS USED:	Round 1—Autumn Ring Mini Round 2—High Speed Ring Round 3—Grand Valley East



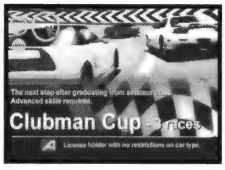


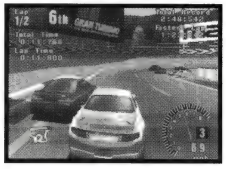
COMMENTS & TIPS

The Sunday Cup is the perfect place to start your racing career—it offers good prize money and it's easy to win the Gold Cup. There are three races to this first cup and each is pretty much a piece of cake, so make the most of the easy cash. You don't need to earn a qualifying place on the grid, as you should easily win the race, even if you start at the back, but qualifying in pole position gives you bonus credits, so it's worth spending the time to do it. Gather the easy money while you can.

CLUBMAN CUP

LICENSE REQUIREMENT:	Class A
DIFFICULTY:	Easy
NUMBER OF RACES:	3
CHAMPIONSHIP BONUS:	20,000 Credits
PRIZE FOR GOLD CUP:	Z28® Camaro® 30th Anniversary Edition.
TRACKS USED:	Round 1— Autumn Ring Round 2—Clubman Stage Route 5 Round 3—Trial Mountain



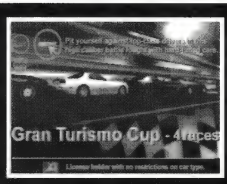


COMMENTS & TIPS

This is the second cup in the GT League and it's quite a step up from the easy Sunday Cup competition that you should have already won. You must hold the Class "A" driving license to enter. This is tricky to earn, underlining the increased difficulty of this cup. It has three separate races and with practice you should be able to win a Gold Cup in this competition.

GT CUP

LICENSE REQUIREMENT:	Class A
DIFFICULTY:	Medium
PRIZE FOR GOLD CUP:	Toyota Chaser Limited Edition
NUMBER OF RACES:	4
CHAMPIONSHIP BONUS:	25,000 Credits
TRACKS USED:	Round 1—Grand Valley Speedway Round 2—Deep Forest Racing Way Round 3—Special Stage Route 5 Round 4—Trial Mountain





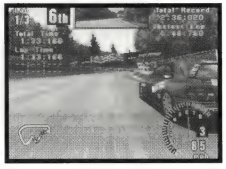
COMMENTS & TIPS

This is where things start to get tricky. In the GT Cup, most of your opponents are driving pretty good cars and this makes your life a lot tougher. You must be able to afford a car that can compete with the opposition, which is why it's crucial to build up cash by completing the easier competitions first. By this point, you should have a good car, otherwise it's very difficult to stay with the pack. No matter how good you are, if your car isn't fast enough, there isn't anything you can do.

GT WORLD CUP

LICENSE REQUIREMENT:	Class International A
DIFFICULTY:	Hard
NUMBER OF RACES:	6
CHAMPIONSHIP BONUS:	50,000 Credits
PRIZE FOR GOLD CUP:	No prize car, GT Hi-Res mode opened.
TRACKS USED:	Round 1—High Speed Ring Round 2—Trial Mountain Round 3—Grand Valley Speedway Round 4—Special Stage Route 5 Round 5—Deep Forest Raceway Round 6—Special Stage Route 11





COMMENTS & TIPS

This is the final cup in the GT League and the toughest challenge in this section of the game, confirmed by the fact that you need the International "A" driving license to enter. As anyone who's tried to gain this license will tell you, that's a major challenge in itself! The GT World Cup has six races and you're up against some extremely fast cars, so you need an excellent car, too. At this level, it also pays to look at your car's set-up before each race and modify it for individual tracks, which gives you a slight advantage. Win this cup and you don't get a prize car, you get GT Hi-Res mode instead, which is way better than any free car!



SPECIAL EVENTS

If you thought the GT League was a challenge, you haven't seen anything until you try out the competitions in the Special Event section of Simulation mode! Here there are 13 different challenges to work your way through. Some are one-off races, some entire championships, but they all have one thing in common: they're tough! This section looks at each in turn, giving you all the information you'll ever need.

SPECIFIC CAR CHAMPIONSHIPS

FF CARS

LICENSE REQUIREMENT:	Class B
DIFFICULTY:	Easy
NUMBER OF RACES:	Three-race championship
CHAMPIONSHIP BONUS:	10,000 Credits
PRIZE FOR GOLD CUP:	Honda® Civic '91 CRX Si or Toyota Celica SSII
TRACKS USED:	Round 1—Deep Forest Racing Way II
	Round 2—Grand Valley East
	Round 3—Special Stage Route 11

COMMENTS & TIPS

This championship event is only open to cars in the FF category, so to enter you must own a car that has a front engine and front wheel drive. If you don't own a car in this category, you'll have to wait until you can afford to buy one. This championship is made up of three rounds, each taking place on a different circuit. Credits are awarded for your qualifying position and your final standing in the race. This has no bearing on whether you'll win the cup, but it goes to your overall bank balance, which helps you buy different cars. In addition to the credits, you receive championship points for each race, dependent on your final position, and this is what determines whether you achieve your ultimate goal of winning the championship and receiving the Gold Cup.

FR CARS

LICENSE REQUIREMENT:	Class B
DIFFICULTY:	Medium
NUMBER OF RACES:	Three-race championship
CHAMPIONSHIP BONUS:	10,000 Credits
PRIZE FOR GOLD CUP:	Nissan Q's 1800cc or Nissan Sil Eighty
TRACKS USED:	Round 1—Grand Valley East II
	Round 2—Deep Forest Racing Way
	Round 3—Grand Valley SpeedWay II

COMMENTS & TIPS

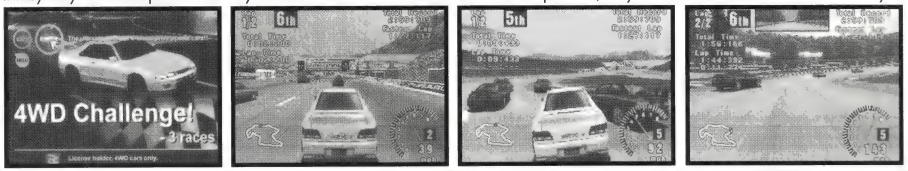
To enter this event you need to own a front engine, real-wheel-drive car, like the Dodge® Viper or TVR Cerbera. This makes the event one of the hardest to win, as real-wheel-drive cars are notoriously difficult to control, and at high speed they can be a nightmare for all but expert drivers. You must have precise braking and counter-steer skills to keep this type of car on the track and in a competitive position. On the plus side, this event only has three tracks, so at least you haven't got many races to get through!

4WD CARS

LICENSE REQUIREMENT: Class B
DIFFICULTY: Easy
NUMBER OF RACES: Three-race championship
CHAMPIONSHIP BONUS: 10,000 Credits
PRIZE FOR GOLD CUP: Subaru SVX S4 or Lancer GSR Evolution IV
TRACKS USED: Round 1—Trial Mountain II
Round 2—Grand Valley SpeedWay
Round 3—Special Stage Route 5 II

COMMENTS & TIPS

This is probably the easiest of this set of special events, as 4WD cars have excellent road-holding ability, so you can throw them around the track pretty much as you like and they stay on the asphalt. The only downfall is that 4WD cars tend to be expensive, so you first need to earn a lot of money to afford one.



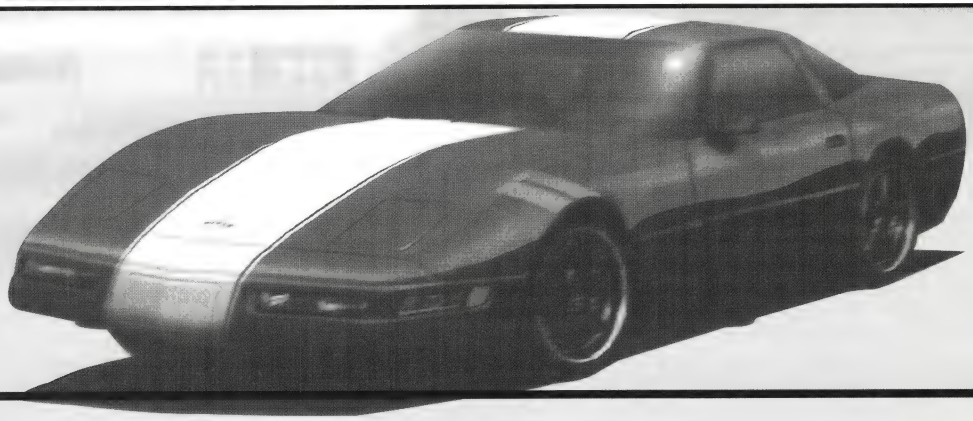
LIGHTWEIGHT CARS

LICENSE REQUIREMENT: Class B
DIFFICULTY: Easy
NUMBER OF RACES: Three-race championship
CHAMPIONSHIP BONUS: 10,000 Credits
PRIZE FOR GOLD CUP: Subaru SVX S4 or Lancer GSR Evolution IV or Honda® Civic (Racer)
TRACKS USED: Round 1—Autumn Ring Mini II
Round 2—Clubman Stage Route 5
Round 3—Deep Forest Racing Way II

COMMENTS & TIPS

This is the final championship in this series and it's for lightweight cars only—these vehicles usually fall into the Class 3 category. You're set against cars like the little Roadster Ssp or Starlet Glanza V in this competition, so at least your vehicle will be relatively cheap to buy. The cars in the lightweight category are quite slow but have good road-holding ability and are easy to drive. The key to winning this championship is to modify your car to give yourself a little more speed than your competitors. This may only seem a minimal advantage, but in this competition it makes all the difference.





VS INTERNATIONAL CHAMPIONSHIPS

This following three championships are international Vs series. To enter, you must own a car that comes from one of the two countries involved in the competition.

ORIGIN	MANUFACTURER
United States	Chevrolet®, Dodge®
Japan	Honda®/Acura®, Mazda, Mitsubishi, Nissan ,Toyota
United Kingdom	Aston Martin, TVR

VS JAPAN

LICENSE REQUIREMENT:	Class A
DIFFICULTY:	Medium
NUMBER OF RACES:	Five-race championship
CHAMPIONSHIP BONUS:	20,000 Credits
PRIZE FOR GOLD CUP:	Mitsubishi FTO Limited Edition or Dodge® Viper GTS-R
TRACKS USED:	Round 1—Trial Mountain II Round 2—Special Stage Route 5 Round 3—High Speed Ring Round 4—Grand Valley East II Round 5—Special Stage Route 11

COMMENTS & TIPS

To enter this competition you must own a sports car produced by a manufacturer that comes from either the United States or Japan. It's a five-round championship so don't worry if you don't fare too well in the first race—each race awards nine points to the winner, so even if you trail the pack in round one, you have four more to make the places back up. If you win the gold Cup you receive a bonus of 20,000 Credits, which is a pleasing sum to go toward a new car!







UK VS US

LICENSE REQUIREMENT:	Class A
DIFFICULTY:	Medium
NUMBER OF RACES:	Five-race championship
CHAMPIONSHIP BONUS:	20,000 Credits
PRIZE FOR GOLD CUP:	Concept car or Mazda RX-7 A-Spec Limited Edition
TRACKS USED:	Round 1—Trial Mountain II Round 2—Special Stage Route 5 Round 3—High Speed Ring Round 4—Grand Valley East II Round 5—Special Stage Route 11

COMMENTS & TIPS

The final international competition is an Anglo-American championship, and it's the closest of the three. The United States and the United Kingdom each have two manufacturers in *Gran Turismo*—Chrysler (Dodge) and Chevrolet for the US, Aston Martin and TVR of the UK—and this limited choice makes the competition very close. As with the other two championships in the series, you get five races and a 20,000 Credit first prize for an overall Gold Cup. Choose your car wisely for this event, as the limited choice and similarity between the manufacturers means that getting the right car for you is essential, as is modifying it before you start.



OTHER SPECIAL EVENT CHAMPIONSHIPS

The following six events are designed to test different aspects of your driving ability.

MEGA SPEED

LICENSE REQUIREMENT: Class A
DIFFICULTY: Medium
NUMBER OF RACES: Three-race championship
CHAMPIONSHIP BONUS: 30,000 Credits
PRIZE FOR GOLD CUP: Soarer 2.5 GT-T VVT-I or Aston Martin DB7 Coupe
TRACKS USED: Round 1—High Speed Ring
Round 2—Test Course
Round 3—High Speed Ring II

COMMENTS & TIPS





This is the ultimate in speed thrills! To win this competition you need to buy an extremely powerful vehicle then modify it. A standard car isn't going to be powerful enough to stay with the cars in this race—two of them have an amazing 900 HP! This event can be won using the Special Edition Subaru Impreza, provided you alter the settings before each race. For the first and third round, use a high gear setting to give the car the much-improved top speed that you need to stay with the opposition. You can also reduce the downforce to gain even more speed, which adversely affects the car's stability and handling, but this isn't much of a problem, as the High Speed Rings are made up of easy corners. For the second round, set on the Test Course, you should take this set-up one step further: Reduce the downforce of the car to a minimum, as this gives maximum speed, and you won't miss the handling as this track is a simple oval. You also need to alter the gear settings so that you have average acceleration but a huge top speed—once you get going, your speed shouldn't drop below 130 mph for the rest of the race! If you follow these tips and drive well, you have a good chance of beating the 900 HP cars.

GRAND VALLEY ENDURANCE RACE

LICENSE REQUIREMENT: Class International A
DIFFICULTY: Medium
NUMBER OF RACES: 300 km (60 laps) Endurance Race
CHAMPIONSHIP BONUS: 300,000 Credits
PRIZE FOR GOLD CUP: Toyota Supra GT
TRACKS USED: Grand Valley

COMMENTS & TIPS

This is the longest race in the entire game. The Grand Valley Endurance Race takes place over a staggering 300 km—that's 60 laps—and can take around two hours to complete! Here a good grid position earned in qualification means nothing: When you're talking about two hours of racing, the advantage gained by starting in pole position is solely monetary. For this race, concentrate on keeping a constant speed. If you keep posting good lap times, you'll have no problem winning this one. Problems arise when you try too hard and crash your car, as this gives the computer-controlled opponents a chance to break away from you. Just keep it steady and slowly build a lead. The only other thing to watch out for is your tire wear. If the tire indicator in the bottom-right corner of the screen goes yellow, use the pits at the next opportunity. Your lap times begin to increase as your tires break down, so when this happens, get to the pits. You lose a little time while changing the tires, but this is nothing to the long-term losses you can suffer if you don't get fresh rubber.







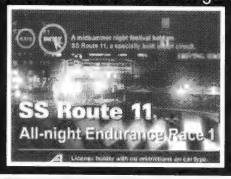


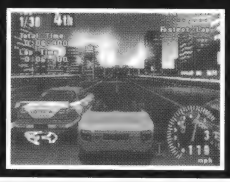
ALL NIGHT 1

LICENSE REQUIREMENT:	Class International A
DIFFICULTY:	Medium
NUMBER OF RACES:	30-lap Endurance Race
CHAMPIONSHIP BONUS:	150,000 Credits
PRIZE FOR GOLD CUP:	Silvia Limited Edition
TRACKS USED:	Special Stage Route 11

COMMENTS & TIPS

This is an endurance race, similar to the one in Grand Valley, but the difference is that it takes place at night. Here you must complete 30 laps of the Special Stage Route 11 track—it should take you around 55 minutes! Route 11 is a street circuit that makes for quick, consistent lap times, so keep the accelerator down and ride out the corners as best you can. Because the track is surrounded by walls, you can't leave the track, and as strange as it sounds, crashing into a wall doesn't slow you down. This means you can use the walls as a kind of "driving aid." However, don't forget to monitor the tire wear indicator. As your tires are worn down, your lap times begin to suffer. When any of them are yellow, visit the pits the next time they come around—it's better to spend a few seconds there rather than accumulate a longer delay over a series of laps.



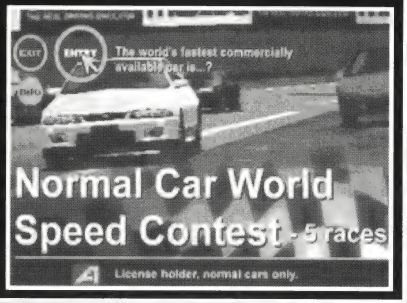




NORMAL CAR SPEED CONTEST

LICENSE REQUIREMENT:	Class A
DIFFICULTY:	Medium
NUMBER OF RACES:	5
CHAMPIONSHIP BONUS:	100,000 Credits
PRIZE FOR GOLD CUP:	Toyota Supra RZ or Impreza '96 WRX Sti III
TRACKS USED:	Round 1—Autumn Ring Mini II
	Round 2—Grand Valley East II
	Round 3—Clubman Stage Route 5 II
	Round 4—Deep Forest Racing Way II
	Round 5—Special Stage Route 11

COMMENTS & TIPS

This competition is for normal cars only—you cannot enter this with any of the limited edition, special, or modified cars. This is basically a competition to determine the fastest family sedan! Because these cars are relatively cheap, you shouldn't have a problem buying one—trade in a sports car and you can afford a top-of-the-range normal car—and they have much less power, so driving them is slightly easier than the fast vehicles. This contest is purely a test of your skill: You can't modify your car, so you have to rely on your driving ability to pull you through.



HARD-TUNED CAR SPEED

LICENSE REQUIREMENT:	Class International A
DIFFICULTY:	Hard (tuning the car), Medium (the race itself!)
NUMBER OF RACES:	5
CHAMPIONSHIP BONUS:	100,000 Credits
PRIZE FOR GOLD CUP:	Nissan '91 Skyline GT-R or AE '86 Sprinter Trueno GT
TRACKS USED:	Round 1—High Speed Ring II
	Round 2—Grand Valley Speedway II
	Round 3—Clubman Stage Route 5 II
	Round 4— Autumn Ring II
	Round 5—Special Stage Route 11 II

COMMENTS & TIPS

This event lets you take your car and modify it as much as you want, hopefully turning it into a super sports race winner! Here you're up against cars that have been modified to a level that puts them in the same speed group as the special models, so you must really concentrate on getting the most out of your vehicle. You also need to change its set-up for each round—it's no good hoping that one thorough adjustment will be enough to win the Gold Cup. Take each race individually and come up with a set up that suits the track using the car upgrading sections of this book to help you. You must do this five times to stand a chance of winning this tough event, but the reward is 100,000 Credits. Note that you cannot use a car that you have added the 85,000 credit race kit to.

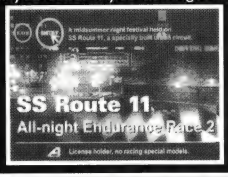


ALL NIGHT 2

LICENSE REQUIREMENT:	Class International A
DIFFICULTY:	Medium
NUMBER OF RACES:	30-lap Endurance Race
CHAMPIONSHIP BONUS:	150,000 Credits
PRIZE FOR GOLD CUP:	GT-R Nismo
TRACKS USED:	Special Stage Route 11 II

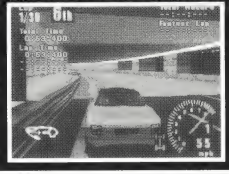
COMMENTS & TIPS

This final race in the Special Events section is another endurance test, and like All Night 1, it takes place around the night-time city streets of Special Stage 11. As before, its a 30-lap race that takes about an hour to complete, so use the same tactics. Watch the tire wear indicator in the bottom-right corner of the screen; the little tire graphics in each corner gradually turn yellow with wear and tear. When you have both front or back yellow tires, head for the pits on your next lap. Worn tires mean slower laps, so although you lose your race position while changing them, this is nothing to the long-term losses you suffer if you don't get new tires. Note that you can't run cars with the 85,000 credit upgrade or a full racing model.









SPOT RACE

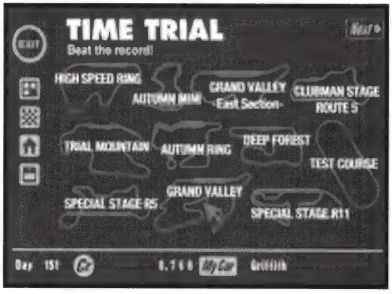
This is the most basic form of race you can enter in Simulation mode. No license is required and no prize money is available. You can choose to race on any one of the five basic tracks in any of the cars you own. The tracks are: High Speed Ring, Trial Mountain, Autumn Ring Mini, Deep Forest, and Grand Valley East. All these tracks are relatively short, so enter spot races to get used to a car or just the way the game's controls work.

Check out the "Tracks" section of the book for a complete and comprehensive guide to all of the tracks featured in this section of *Gran Turismo*.

TIME TRIAL

This is the place to work at your driving ability and slowly cut your lap and race times. All the tracks you have uncovered can be raced upon, so this gives you a choice of up to 11 courses, plus you can play 10 of them in reverse, bringing the total up to a staggering 21 tracks to conquer!

The computer records your best time for both a single lap and a complete race, along with the player who achieved the time and the car they used. As your driving abilities improve and you uncover more and better vehicles, you can come back to this option and constantly improve your times.

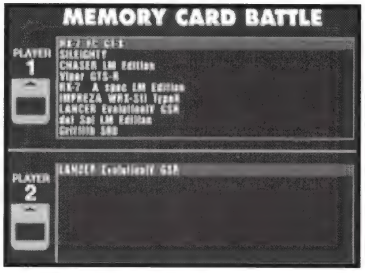


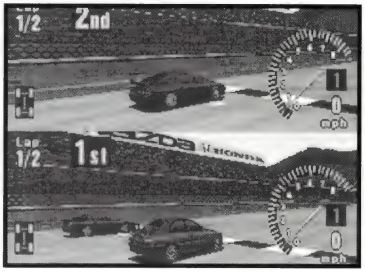


MEMORY CARD BATTLE

This option is almost identical to the Two-Player Battle mode in the Arcade section of *Gran Turismo*. However, here you can only choose a car that you own and have saved onto a memory card.

Both players insert their memory card into the relevant slot in the PlayStation and *Gran Turismo* loads in each player's "garage" details, so if player one owns an Aston Martin DB7, Subaru Impreza, and a limited edition TVR, these are the only cars to choose from. You can play through the game, build up your money, and buy yourself a top-of-the-range car, then take your memory card around to your friend's house and use your wonder machine to clean up, big time!



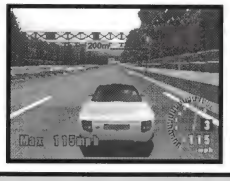


This option also takes advantage of any modifications you have made, so if you've spent hours souping up a vehicle, save it onto your memory card then surprise you pal by thrashing him with what appears to be your basic run-of-the-mill vehicle!

MACHINE TEST

This gives you the chance to put a car through its paces. You can test everything from acceleration to top speed on the fastest circuit, the simply named "Test Circuit." There are three different options: 0–500 meters test, 0–1000 meters test, and the maximum speed test. Let's look at each one in turn, so you know how best to approach the Machine Test section of *Gran Turismo*.











0-400 METERS SPEED TEST

Simply accelerate from a stationary position and keep going until you reach the 400-meter banner, where your time is automatically recorded and your maximum speed for the run is given.

You can use this short test to judge your car's acceleration. The test straightaway is only long enough to accelerate to between 50 and 100 mph, depending on the vehicle, so this can be used to find out how good your car is off the mark. If it's slow, you know you should be looking at the gear ratios—bringing them down slightly greatly aids acceleration.



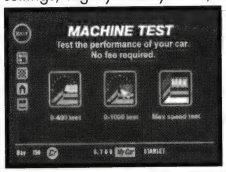


Because the test is free, you can modify your car then come back and see how much you have improved it. This is an excellent way to find the optimum setting for powerful, fast acceleration for your current vehicle.

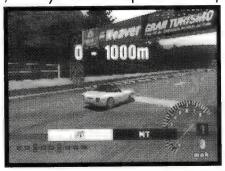
0-1000 METERS SPEED TEST

This test is twice the length of the first, but otherwise identical. From a standing start, accelerate along the long straightaway until you reach the 1000-meter banner, where your maximum speed and overall time are recorded. You should be able to accelerate to 100–180 mph by the time you reach the finish line.

This test should be used to test the mid-range power and speed of your car. This aspect of a car's performance is affected by two factors: Firstly, the gear ratios drastically alter how the car accelerates. Also, the aerodynamics have a bearing on the power through the middle gears. Look closely at both of these settings, slightly modify them, and try the 1000-meter test again, until you come up with the optimum setting.











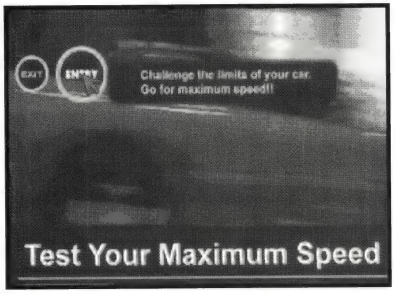
MAXIMUM SPEED TEST

This test is basically the same as the previous two, except this time you have to complete an entire lap of the Test Track circuit. When you're done, the maximum speed you achieved and your lap time are recorded.

This is by far the most important and effective way to judge your car's performance. All the aspects that go into making a fast car are tested: The vehicle's ability to pull away from a standing start, its mid-range acceleration, ability to corner at high speeds and overall turning ability, maximum speed, and the overall control of the car all come under the spotlight.

These factors affect the overall time you take to complete the circuit, giving you a good yardstick to measure any changes you make to the car. It's also the best and most effective way of comparing two vehicles. The maximum speed isn't as useful, as it simply increases with the power of the car, but it gives you a good idea of the vehicle's potential.

This is debatably the most useful test out of the three, so use it when buying a new car to assess overall power and performance. It's very useful to see whether your modifications are having the desired result, and the best part is that the tests are completely free!



TUNE-UP SHOP



In Simulation Mode, there are various parts of your car that you can modify in the Tune-up Shop for each car manufacturer—if you can afford to! Naturally, you'll want to make the changes that make the most dramatic improvement to your performance, so this section takes you through the maze of parts and settings and tells you what each does.

MUFFLERS AND AIR FILTERS

Using the muffler and air filter combinations is one of the cheapest ways of increasing power for both turbo and normally aspirated engines. They allow the engine to breath more easily and the gases to escape faster. You can increase the power in the three stages: sports, semi-racing, and racing:

SPORTS

The sports-shaped muffler and air filter combination is an ideal first stage in turbo tuning, giving any car a moderate speed boost. It also increases the torque on normally aspirated engines at high speeds, giving a faster rate of acceleration throughout a race.

SEMI-RACING

This low exhaust-resistance muffler and racing air filter combination is ideal for use with any large capacity turbo engine of 2000cc or above. If a semi-racing combination is used with a normal engine, the engine must be tuned to perfection to gain any benefit.

RACING

Here you have a racing air filter that's equipped with an air intake funnel, giving better performance than the semi-racing combination. The muffler is designed solely for use with racing cars that usually run at high engine speeds. Because torque is significantly reduced at lower speeds, it only works effectively if you also adjust the gearbox, clutch, flywheel, and propeller shaft.

BRAKES

SPORTS BRAKE KIT

This kit upgrades the braking system by using carbon metallic brake pads and grooved brake discs to disperse the heat. Fitting this kit has the effect of stopping the car a lot faster than before and under better control, giving you more stability when you approach corners and overtake competitors. This brake kit performs well, even during the longest races.

BRAKE BALANCE CONTROLLER

With this controller on your car, you can adjust the balance between the front and rear brake system. This enables you to set the car up to suit your driving style. Too much braking power on the front causes understeer but helps you to stop, too much on the rear causes oversteer but helps push the car around turns. You should be warned that too much rear braking power causes some cars to spin at turns.

ENGINE

COMPUTER—SPORTS ROM

Next to the muffler system, the computer ROMs are the cheapest way to get a performance advantage in your car, adding vital HP by adjusting the engine management system, air/fuel ratio, and the rev limiter. This has the immediate effect of giving better acceleration and top speed for all cars. If you have a turbo-engine car, using the sports ROM in conjunction with the sports muffler and air filter combination makes you unstoppable!

PORT POLISHING

This option takes all the inlets and exhaust ports and smoothens their surfaces, allowing air to pass through a lot faster, thanks to reduced resistance. Although this only slightly improves engine performance in normal engines, it's an essential tuning option.

ENGINE BALANCING—FULL BALANCING TUNE

Using this tune-up option you can achieve much higher power and engine speeds. It reduces engine friction by balancing components such as the crankshaft, pistons, and con rods. This allows the engine to reach higher revolutions, as it also resets the engine's speed limiter.

NORMALLY ASPIRATED (NA) TUNE

Broken down into three stages, this option allows you to increase the performance of normally aspirated engines:

NA TUNE I
The first stage of the NA Tune improves your engine by increasing the compression ratio using a performance head gasket. It also adjusts the ignition and valve timing and replaces the exhaust manifold. All this has the effect of improving peak power without changing the torque curve at low engine speeds.

NA TUNE II
Stage two of the NA Tune continues the work of stage one, increasing the power of your car at high speeds, but you must have fitted NA Tune I first. It further increases the engine compression by skimming the cylinder head, fitting high compression pistons, a new cam shaft, strengthens the valve springs, and grinds the ports. This creates a slight reduction of torque at low engine speeds.

NA TUNE III
You can't use NA Tune III unless you have fitted NA Tune I and II. This modification takes the essential components of the engine and replaces them with versions made from upgraded materials such as titanium, reducing weight throughout the engine. This allows the engine to handle higher speeds and achieve maximum HP. The drawback of the NA Tune range is that your car gives high performance at top speeds, but you lag behind when you're returning to the race after a crash or spin.

INCREASING DISPLACEMENT
You can only use this option with a small number of cars. It raises the capacity of a car's engine by increasing the cylinder bore and fitting oversized pistons. You improve torque through the speed range of the engine.

TRANSMISSION

GEARBOX

SPORTS—CLOSE RATIO TRANSMISSION
This is a five-speed close ratio gearbox that is ideally suited for normally aspirated engines. This is particularly useful for courses that have a large number of corners to negotiate, due to the fact that the engine speed is always kept within the same power band.

SEMI-RACING—SUPER-CLOSE RATIO TRANSMISSION
The ratios are even closer together than in a sports gearbox with this gearbox, which should be used on hard tuned cars. Lots of gear changing is required with this option, so try it out in Automatic mode to save you the bother.

RACING SUPPORT
Use this option to redefine the gearbox to suit the track and car you're racing with. This way, you can create the optimum driving conditions to win any race.

CLUTCH

HIGH-CAPACITY SINGLE-PLATE CLUTCH
Using the single clutch option, the gear changes should feel a lot more direct as you shift up.

TWIN-PLATE CLUTCH
Using two clutch plates, this is a racing clutch suitable for high-torque, high-powered cars. This reduces clutch slip, enabling the car to accelerate faster from the start line.

TRIPLE-PLATE CLUTCH
With three clutch plates installed, your car has improved torque transmission, giving a more direct feel through the gear shift. Hard tuned engines are particularly suited to this option.

FLYWHEEL

SPORTS LIGHTWEIGHT FLYWHEEL

Fitting this flywheel reduces weight in the engine and, in turn, increases speed. It's made from chrome-molybdenum steel, which improves engine revving but has the unfortunate side effect that the car loses speed easily when the road rises.

SEMI-RACING FLYWHEEL

Even lighter than the sports flywheel, the semi-racing option is designed exclusively for racing. Engine revving is sudden and the acceleration of your car is slightly improved again. It has the same side effect as the sports option, causing the car to lose speed on slight rises in the track.

RACING FLYWHEEL

For more money, you get an even lighter flywheel, which again is perfect for racing use. The rise and fall of the engine speed is very sudden, improving both acceleration and deceleration of the car.

DRIVE SHAFT

CARBON PROPELLER SHAFT

This option is only available for rear-wheel drive and four-wheel drive vehicles. This propeller shaft is made from lightweight carbon, so it turns faster, increasing the speed and acceleration of the car.

TURBO

INTERCOOLER

You can only adjust the intercooler options if your car has a turbo-engine. These are essential upgrades if you want to enter serious races as they give great performance increases.

SPORTS INTERCOOLER

This intercooler cools the air as it enters the turbo charger, allowing more air to enter the combustion chamber, which increases the engine's power and acceleration. When the air passes through the intercooler, it picks up more oxygen (cold air carries more oxygen) so when it reaches the combustion chamber it combusts much more quickly than warm air, producing a fast spark in the engine, which in turn produces significantly more brake horsepower.

RACING HIGH-CAPACITY INTERCOOLER

Because this intercooler is larger than the sports version, it can cool larger amounts of air as it enters the combustion chamber, giving an even greater increase in performance and allowing larger turbo chargers to be fitted.

TURBO KIT

This kits comes in four stages, and you must fit the previous stages before moving on to the next. Some cars won't allow you to fit all of the turbo kits and various parts in the engine are replaced to complete the upgrade.

TURBINE KIT I

By replacing the normal turbo with a compact version, you get a much higher response time, resulting in very little lag. This increases engine power at high revolutions, giving better acceleration and a higher top speed.

TURBINE KIT II

This turbo is designed to give a balance of peak power at high engine range and improved performance in the low and medium ranges. Torque is slightly reduced at low engine speeds, but at all other speeds there's a great deal of power.

TURBINE KIT III

Another variation on the turbo kit, this one is designed for peak power output in 0–400 meter sprints. It's best used in conjunction with other upgrades in areas such as transmission, clutch, and flywheel.

TURBINE KIT IV

This turbo kit achieves maximum power at high engine speeds. It's not particularly useful on normal road races, suited to high speed challenges instead. It includes all the normal modifications that the other turbos included and should be used with the complete racing suspension and transmission packages.

SUSPENSION

SPORTS SUSPENSION KIT

This suspension kit covers all kinds of races, from street driving to circuit racing. It's an easy one to work with, even if you're a beginner in the world of *Gran Turismo*. There are ten levels of adjustment on the shock absorbers, you can adjust the camber angles on all four wheels, and the ground clearance of the car can be adjusted, front and rear, in 2cm steps.

SEMI-RACING SUSPENSION KIT

This suspension kit is virtually identical to the sports suspension kit, but this one can be adjusted in 1mm steps instead of 2cm. Because of this refinement, it's more suited to the intermediate level player.

RACING SUPPORT

The ultimate in suspension kits. It gives you full adjustment of camber and spring ratings, then shock absorbers can be expanded and contracted through 20 levels.

STABILIZERS

You can adjust the stabilizers at the front and rear of your vehicle, setting them to soft, medium, or hard:

SOFT—STREET-USE HEAVY-DUTY STABILIZERS

These reduce sideways body wobble and rolling of the car, particularly at high speeds and under heavy braking. They can suppress roll without altering the pitching of the vehicle, and this makes them very useful indeed. Used skillfully, this modification can reduce sideways load change without interfering with the distribution of the car's weight.

MEDIUM—RACING STABILIZERS

These provide torsion bars and springs to suppress body roll in the car. An alternative method of suppressing sideways roll is to harden the suspension by raising the spring rate. However, this reduces the pitching along the length of the car at the same time, and this means the load of the car can transfer during braking, which makes it much more difficult to drive—stabilizers are springs that work on sideways roll only.

HARD—RACING STABILIZERS

Among the range of stabilizers available, these are the hardest and have the highest spring rate. However, since hard suspension doesn't make the car any faster, you should select the product that gives the right feel for your driving style.



TIRES

RACING

RACING SLICK HARD/HARD

These are specialist racing tires with no tread at all! The set consists of four tires, all made of the same hard rubber compound. Hard compound tires don't have the gripping qualities of the softer compounds, but they last much, much longer, making them perfect for use in long-distance races.

RACING SLICK HARD/SOFT

This set-up gives you a hard compound tire on the front of your car and a soft compound tire on the rear. This gives the car much better grip on the back end, which helps to reduce oversteer. This is particularly useful on high-powered, rear-wheel-drive cars that suffer from strong oversteer.

RACING SLICK SOFT/HARD

In this set of tires, the front are made of a soft rubber compound, the rear ones from a hard compound. Because the front end of the car has much better grip than the rear, the car's steering properties are moved toward oversteer, helping to reduce understeer. This is particularly useful when you have a front engine, front transmission car with heavy understeer.

RACING SLICK SOFT/SOFT

Both the front and rear of your car are fitted with a high-grip soft compound tire that holds the road much, much better than a hard compound tire ever could. However, the drawback is that the soft compound wears out far more quickly, so these tires are suited to short races.

SEMI-RACING

SEMI-RACING HARD/HARD

These semi-racing tires have minimal tread. All four tires in this set are made of a hard rubber compound, and although they don't have good grip, compared to soft tires, they're far more durable. Use a set of all-hard tires for long-distance races.

SEMI-RACING HARD/SOFT

Here you get hard compound semi-racing tires on the front of your car and soft ones on the rear. This means there's better grip on the back end, reducing oversteer. The hard/soft set-up is suited to powerful, rear-wheel drive vehicles that suffer from oversteer problems.

SEMI-RACING SOFT/HARD

The reverse of the previous tire set, a soft compound is used for front tires and a hard compound for those at the rear. The car will have superior grip at the front, helping to reduce understeer, particularly in front engine, front transmission cars that are poor in this area.

SEMI-RACING SOFT/SOFT

If you fit four semi-racing tires made from a soft compound, your car will grip the road far more than the other tire combinations, reducing spin problems on sharp turns. The problem is that they wear out more quickly than hard ones, so you should only use a complete set of soft tires on shorter races.



OTHERS

WEIGHT REDUCTION

STAGE 1
This involves making the car body much lighter by removing unnecessary parts and changing the materials used. Reducing the weight of the body has many effects, not least improving acceleration, cornering, braking, and tire durability.

STAGE 2
This is basically an extension of stage 1, which further removes unnecessary parts and reduces the weight of essential parts. Again, improved acceleration, cornering, braking ability, and tire durability are the result of this upgrade.

STAGE 3
This is the final stage of the weight reduction modification and makes the car's body as light as it can possibly be! Just about everything that can be made lighter is changed—previously seen benefits to acceleration, cornering, braking, and tire durability are taken even further.

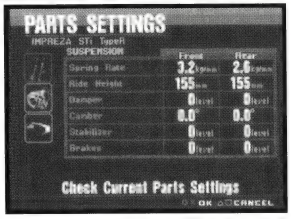
RACING MODIFICATION
This option upgrades your car to full racing specs. All aspects of the car are changed to bring the vehicle up to racing standard. Even the bodywork is changed—a sports spoiler and custom paintwork are usually added to give the car that extra edge! However, this modification is by far the most expensive in the game. For example, modifying a Nissan Silvia '91 costs a staggering 85,000 Credits! This option is for rich racers only.

CAR SETTINGS

Before you race, Simulation mode allows you to adjust various parameters divided into Suspension, Engine, and Aerodynamics sections. These adjustments affect your car's performance and handling but don't cost any of your hard-earned Credits, so feel free to experiment. There's also a place where you can change parts with any new components you may have bought.

PARTS SETTINGS MENU

SUSPENSION
As well as various sections of the suspension system, this option allows you to adjust the brakes:



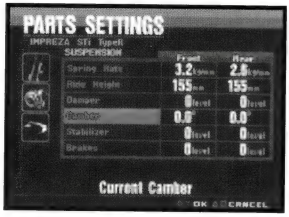
SPRING RATE
Adjustable parts: Racing Support.
Notes: This is where you can alter the springs that are fitted to the underside of your vehicle. The basic principle is the stiffer the springs, the quicker the car's response (conversely, softer springs slow its responsiveness). Beware of making the springs too stiff, in a bid for ultimate responsiveness, as the car is likely to become unstable and very twitchy, making it difficult to control.

RIDE HEIGHT
Adjustable parts: Semi-Racing, Racing Support.
Notes: The mechanical difference this makes is obvious—it changes the height of the car's body above the ground. Its height affects the center of gravity—increasing the height moves the center upward, making the vehicle unstable; if you decrease it, the car is closer to the ground and more stable. If you change the ride height drastically, you also need to check the springs and dampers.

DAMPER
Adjustable parts: Semi-Racing, Racing Support.
Notes: The damper should have a medium-range setting, as the extremes cause problems: If the dampening force is too soft, the car becomes unstable, and this also happens if you make it too hard, particularly when you accelerate from a turn. For best performance, this setting needs to be balanced against the spring rate.

CAMBER

Adjustable parts: Semi-Racing, Racing Support.
Notes: This involves changing the negative camber angle to improve the vehicle's stability when maneuvering around turns. Although a high negative angle is good in this respect, it makes the car's brakes less effective and its steering loses sharpness.

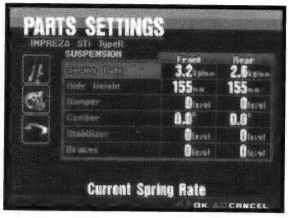


STABILIZERS

Adjustable parts: Stabilizers (all parts)
Notes: Stabilizer adjustments make the most difference when you have a front engine, front-wheel drive car. Having high stabilizer roll rigidity makes the car more stable when you take corners, but it works together with other suspension settings.

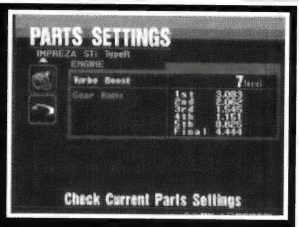
BRAKE

Adjustable parts: Brake Balance Controller
Notes: The strength of the brakes can be individually altered for the front and rear pairs of wheels. An overly high front brake setting causes your car to suffer from understeer; if the rear brakes are set too strong, you're likely to have oversteer problems, although you'll want this if you favor sliding driving techniques. You must find the balance that gives you the best of both worlds.



ENGINE

Although this section only has two things to adjust, both are important. The first is exclusively for cars fitted with a turbo, the second is vital for all vehicles:

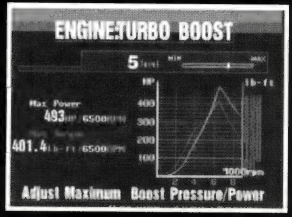


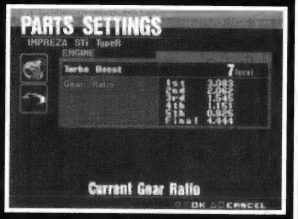
TURBO BOOST

Adjustable parts: All Turbine Kits
Notes: This alters the amount of boost you give the engine—move the red bar to the left and you get less boost, move it to the right and you get more. The higher the boost setting, the better the car's peak power becomes, but this also reduces the rate of acceleration. You must find a balance that suits your car, driving style, and the track you're about to race upon.

GEAR RATIO

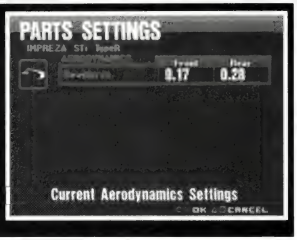
Adjustable parts: Racing Support
Notes: This is the second most important change to make to your car just before a race. When you alter the gear ratios, you alter the points at which the car changes gear, thus allowing it to go faster. This is a trade off—you can improve acceleration but you lose top end speed; push up the top speed and the car accelerates slower. You must find a balance that works best for your vehicle and, more importantly, the track. A twisty track means better acceleration is the way to go—the turns mean lots of slowing down then accelerating away—but if you're facing a circuit with long straightaways, a high top speed allows you to take advantage of them. Take a good look at the track map before your race and judge whether top speed or acceleration is most important. Take these factors into account and you improve your chance of winning before you even leave the start line.





AERODYNAMICS

Although there's only one option here, it's the most important one, allowing you to change and monitor the aerodynamic properties of your vehicle:



DOWNFORCE

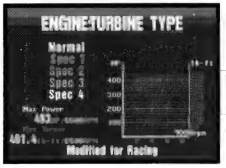
Adjustable parts: Racing Modifications

Notes: This changes the angle of the car's fenders, which in turn changes the way air travels across the vehicle. This pushes it onto the ground or lifts it, giving the car greater or less grip on the road. More grip means less speed, more speed means less grip, so you have to balance the two to find a perfect medium. Large downforce at the front end of the vehicle causes understeer, at the rear it causes oversteer.

CHANGE PARTS MENU

This simple but important menu allows you to select any part you have already bought and install it in your car. You can also remove a part that's already been fitted.

To easily find the car part that you want, they're divided into four categories: Suspension, Engine, Drive Train, and Aspiration. Choose a type of part and a list of components is displayed. Those you have bought are highlighted, so just choose the part you want, press Left, and the change is made.











HIGH SPEED RING

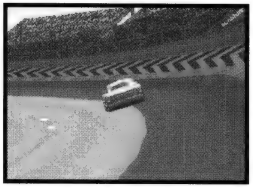
This is one of the first tracks you race on in *Gran Turismo*, so as you'd expect, it's relatively basic. Featuring a long opening straightaway and only a couple of difficult corners, this circuit gives you the chance to get a grip on the game and work out how the cars handle. Take a look at the map of the High Speed Ring and check out the points that we've spread around it. You'll find the information you need to complete a lap safely and quickly.

1



This is the huge start-finish straightaway and it gives drivers the perfect chance to get the most from their machines! Use this section of the circuit to its maximum potential by making easy overtaking moves or boost your lap time when qualifying.

2



The first turn is a steeply banked left-hander. You can keep the power on for the duration of the turn, making it a great place for overtaking.
Apex the corner to keep the car at maximum speed and use the banked track to help you keep the car on the racing line.

3



As you enter this short straightaway, you should still be traveling at close to your vehicle's top speed, and you can continue at this rate until you reach the next bend. The track is nice and wide at this point, which makes it easy to overhaul. Take full advantage whenever you can.

4



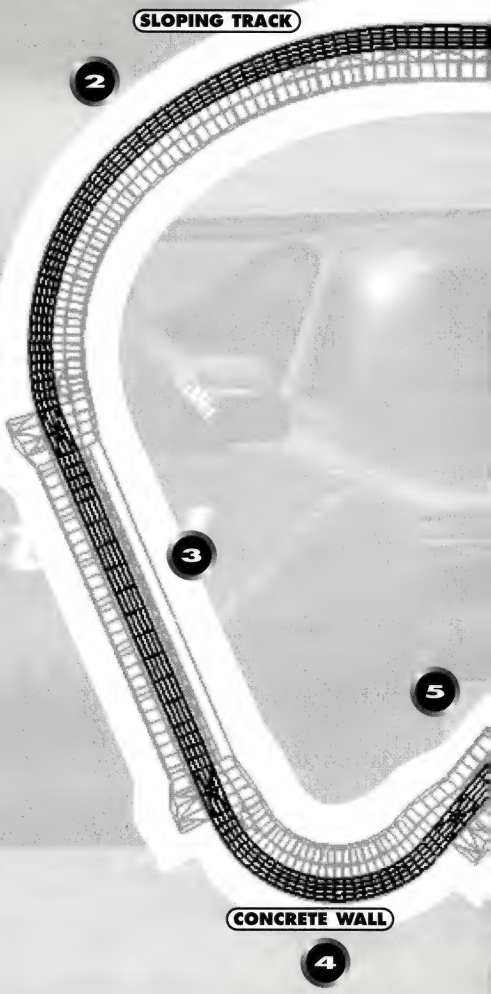
This second turn is also banked, but it's slightly sharper than the first, which means you should slow down. Don't bother using the brakes, though—just releasing the accelerator drops your speed enough to take the corner safely. Once you are through the apex, increase the power again immediately to stay in the race.

5

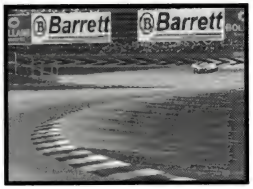


This short straightaway gives you the opportunity to build your speed back up to the maximum and get the car in the correct position for the right turn ahead. Veer over to the left of the track to prepare to take the apex of the turn.

DISTANCE = 1.926m



6



This corner is quite a tight one—you need to use skillful braking to get around here in one piece. If your entrance to the corner was good, with no knocking into other cars to take you off the racing line, you should be able to take the apex and quickly get back onto the accelerator to power out the other side.

7

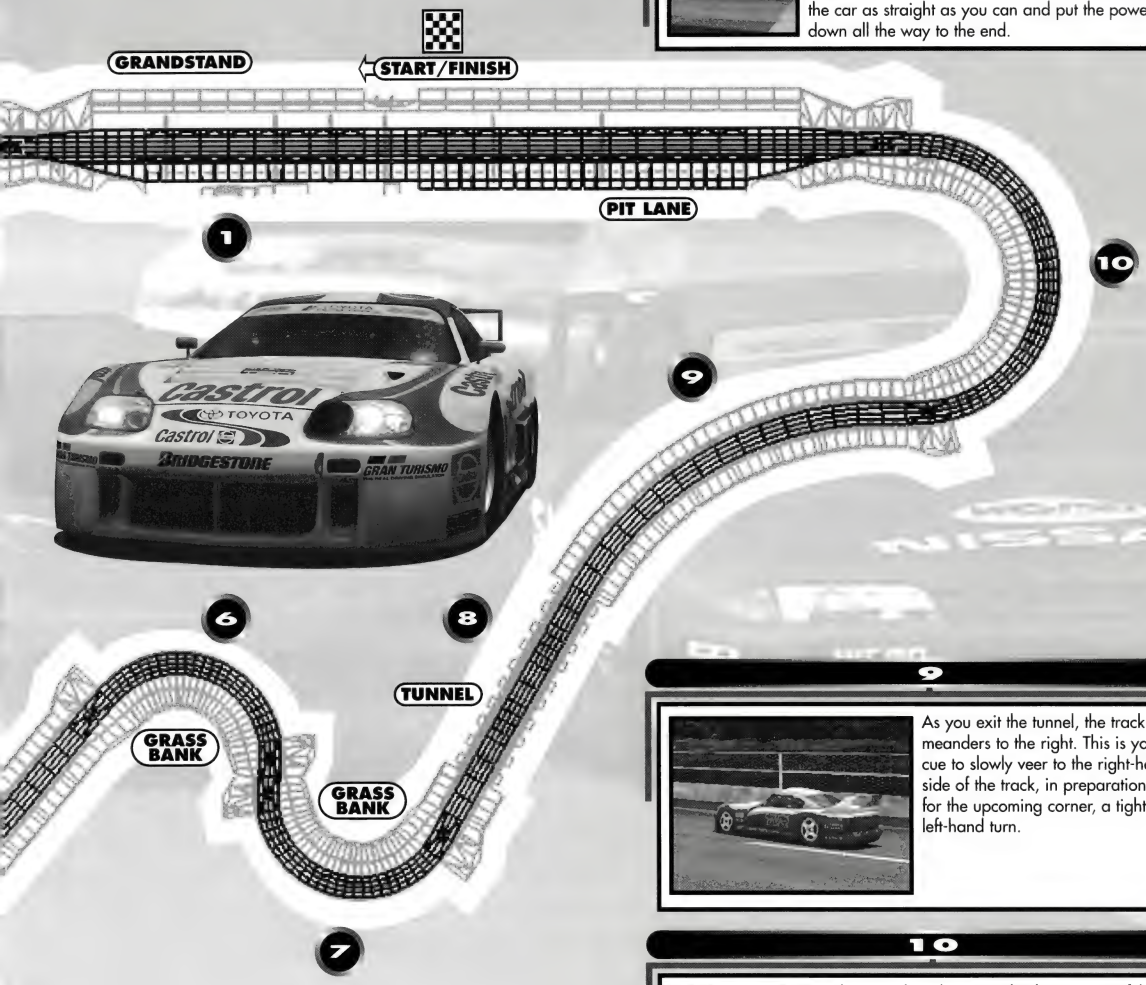


How you deal with this corner mainly depends on how well you took the bend at point 6! If you set yourself up nicely and took the apex, you'll be in a good position to make this one quickly; if not, you could be in trouble—get back on the racing line!

8



This short tunneled section of the High Speed Ring is just the place to build up your speed after the relatively slow twisty section you have just taken. Keep the car as straight as you can and put the power down all the way to the end.



9

As you exit the tunnel, the track meanders to the right. This is your cue to slowly veer to the right-hand side of the track, in preparation for the upcoming corner, a tight left-hand turn.

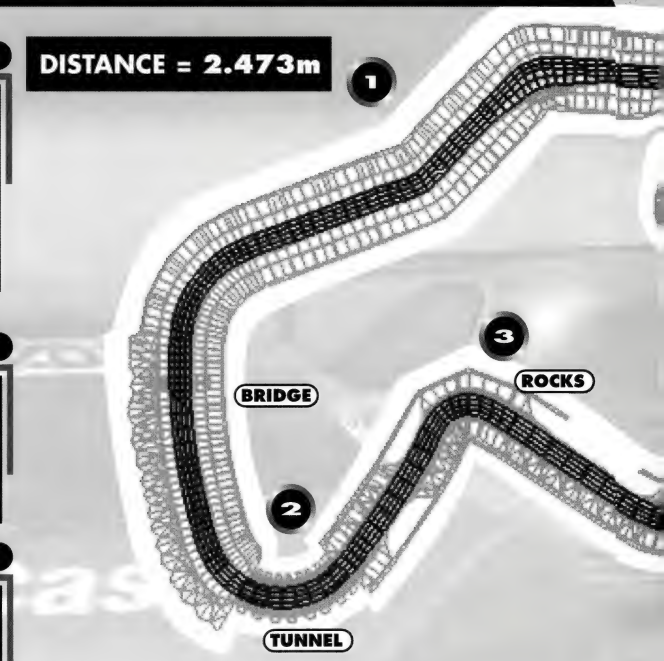
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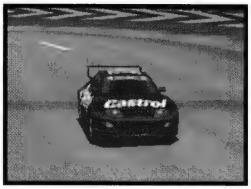
You have to slow down to take this corner safely. Use progressive braking to keep the car under control as you bring its speed down to a manageable level. If the back end of the vehicle starts to slide, use counter-steering to hold your line through the apex.

TRIAL MOUNTAIN

This track is one of the longest in *Gran Turismo*, but other than the sheer distance you have to cover, it isn't too difficult. You have a couple of long straightaways for overtaking other cars and only a few difficult corners. Various sections of the circuit have been marked on the map below, and there are tips for each. Now you'll have some idea of how fast you should approach each turn as you progress around Trial Mountain.



1



This section of the track may be fast, but it has nasty corners that you can fall foul of if you don't anticipate them correctly. The first is an easy left, the next an easy right—both can be taken at full speed, provided you stick to the apex of each corner and hold the racing line. If you fail to keep the car under control, you can easily end up in a wall, so watch out!

2



This tight corner takes you into a short tunneled section, so be careful when you the enter the bend—get it wrong and you could hit the wall! Use the straightaway that precedes this turn to get your car moving at the correct speed and in the correct position to take this bend successfully.

3



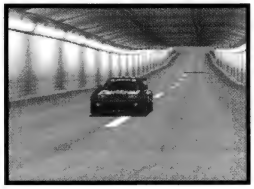
After you exit the tunnel, you have to make another tough turn. This one bears to the right, so quickly get your car to the left-hand side of the road in preparation for it. Once you're through this turn, accelerate away, using the short straightaway to regain some speed.

4



Now the track bears left then goes through a short tunnel. You can't take the corner at full speed, but you don't need to use the brakes, either—just release the accelerator to bring your speed under control.

5



This lengthy straightaway is the best place on the circuit to improve your position in the race. You can easily reach top speed along here, so just make sure you don't make a mistake—crashing at 120 mph isn't advisable!

6



After the long straightaway, this turn can be a problem, as you have to get on the brake to make it around in one piece. However, the corner is banked slightly, and this is certainly in your favor. Use the bank to help your cornering and keep your speed as high as you can without skidding into the wall.

7



This section is similar to the section at point 1, in as much as the track is very fast but also has some nasty twists that cause problems if you don't anticipate them early. Keep the accelerator held down to build up speed, but be sure to keep your vehicle on the racing line and under control.

8



This sharp left is the last real test on the Trial Mountain track—from here on, things are simple. Veer over to the right-hand side of the track before you make the turn, then cut across the track to take the corner's apex. Use the brakes to bring the car under control, then use counter-steering to hold the racing line.

START/FINISH

9

PIT LANE

8

9



This final section is pretty fast and relatively straight. However, there is a small left-right twisty section about halfway down the final straightaway that can cause problems if you're not concentrating! It's possible to take this final section at full speed—just be sure you're ready to maneuver around the final two turns or you may skid off the track, which at this late stage would be a disaster.

7

4

TUNNEL

TUNNEL

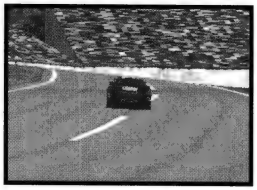
5

6

GRAND VALLEY EAST

This is the shortened version of the Grand Valley circuit, and while it's nowhere near as tough as the "full" Grand Valley, it still offers a number of tricky corners. Check out our map below and look at the points that are dotted around it. With the advice we've written about these, you'll know where the tricky sections are and when to brake and accelerate.

1



At this point of the circuit, the road bears slightly to the left. This isn't a problem, but almost immediately after this you reach a sharp right turn that can be a major headache! As you take the first turn, concentrate on getting your position correct for the upcoming right-hand bend.

2



This corner is tough and can make or break your lap times. It can also see you lose any places you managed to make up on the initial straightaway. The problem is that you need to start your braking on the previous easy left, which makes it difficult to get the correct position for this tight right turn. You must use counter-steering and keep the car under full control while you apply the brakes, then swing the car into the right-hand turn as you slow down to a controllable speed.

3



This is a very fast part of the circuit, but it causes problems if you don't anticipate the way the track veers to the right and left. Always have the car in the correct position to apex the upcoming bend, that way you can keep your speed much higher and overhaul easier.

4

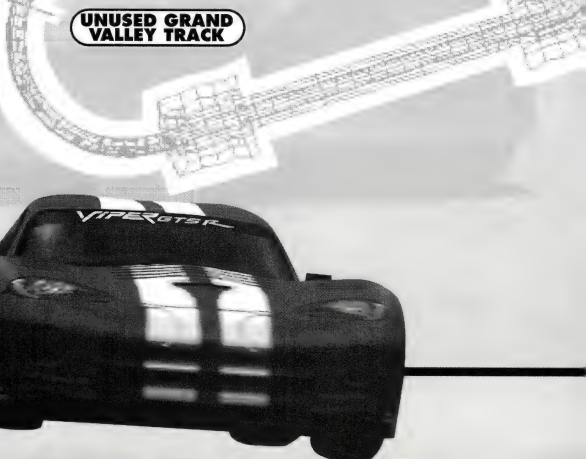


This is the toughest corner on the track. You have to use your brakes to get around this hard left-hand bend in one piece. You should take extra care, as misjudging the bend results in you hitting the wall of the following short tunnel.

DISTANCE = 1.880m







5

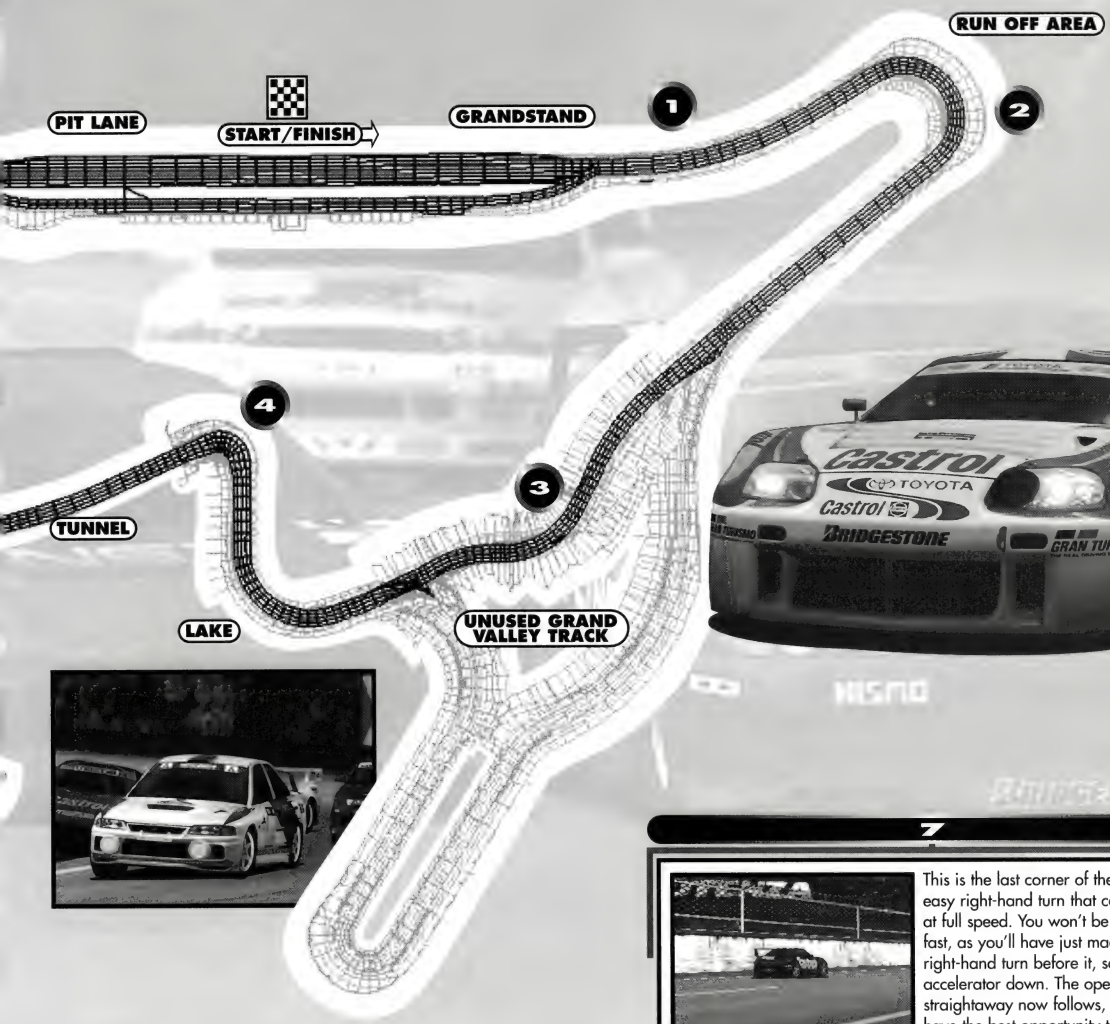


This is a simple right bend that can be taken at full speed if you're brave enough! However once you've made it around this turn, be sure to get on the brakes, as the tighter left turn that follows requires you to lower your speed. Take it fast and you'll end up as roadkill!

6



This is the last tricky bend on the Grand Valley East track and once again you have to use the brakes to bring your speed down to a safe level. Because this final section of the track is quite twisty, be sure to keep the car under control and on the racing line as you reduce speed.



7

This is the last corner of the lap, an easy right-hand turn that can be taken at full speed. You won't be going that fast, as you'll have just made the tight right-hand turn before it, so keep the accelerator down. The opening straightaway now follows, where you have the best opportunity to make up places and decrease your lap time.

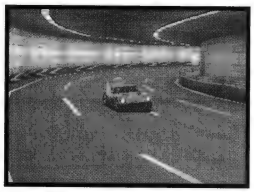
CLUBMAN STAGE R5

This short course features a huge straightaway, giving you plenty of overtaking opportunities. However, beware of the twisty section that follows—this is where the race is won or lost. Check out the map and look at the points that we've dotted around it. These highlight the tricky sections of the track and advise you how you should approach them.



UNUSED SECTION OF SPECIAL STAGE R5

1



At the end of the main straightaway, the track bears to the right slightly, before entering a tunnel and turning sharply left. You can take the initial right at full speed, as it's a simple corner; you must slow down for the following left, however.

4

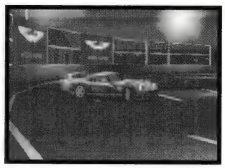
OVERPASS

START/FINISH

5

UNUSED SECTION OF SPECIAL STAGE R5

2



This tight left-hand turn requires you to slow down considerably, so again you need to get on the brakes and quickly bring your car under control.
Get the power back on as soon as you've made it through the corner's apex to glide out the other side and continue the race.

3



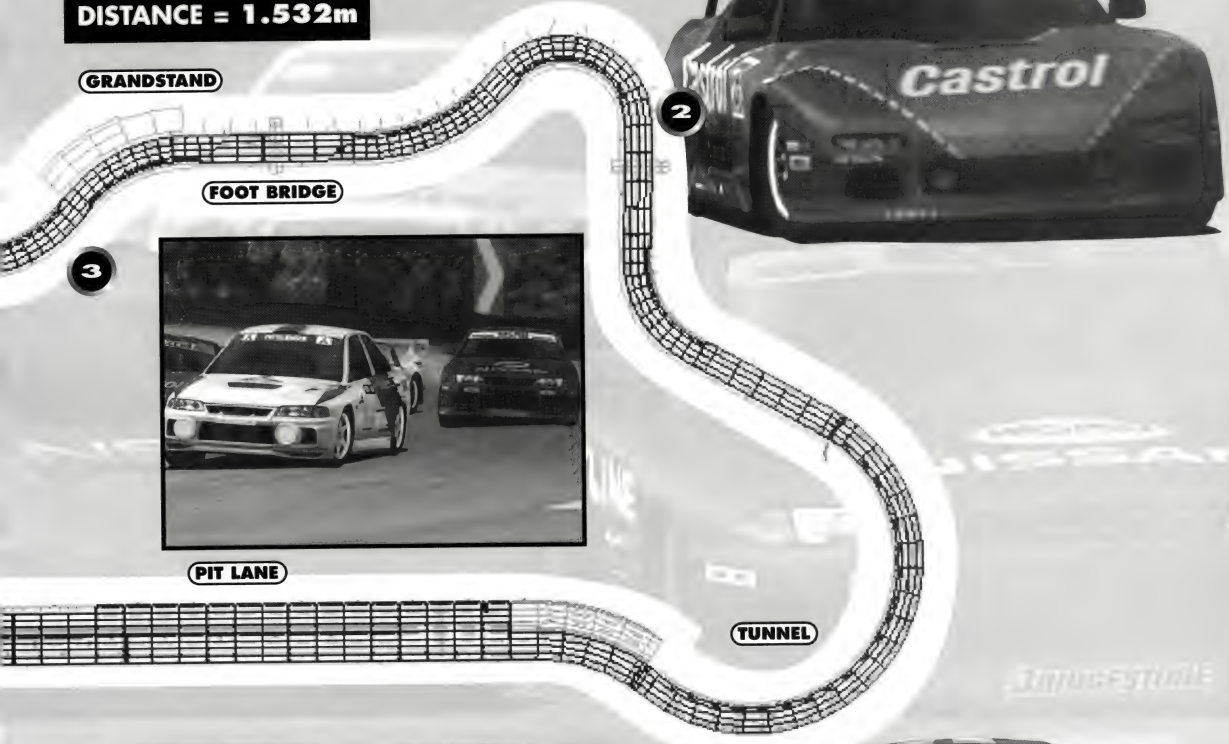
This long back straight section features a couple of easy turns but nothing that requires you to slow down much. Beware of the way the track bears to the left about halfway along, as it's all too easy to hit a wall, particularly in heavy traffic. Use this section to build up speed and make some easy overtaking maneuvers.

4



Once you're back on the first straightaway, you're free to build up to your car's maximum speed. It also gives you a good chance to make up some easy places in the race! This straightaway is quite wide, which means you've plenty of room to steer around the traffic. The only thing to watch out for is hitting the walls of the track—this slows you down!

DISTANCE = 1.532m



5

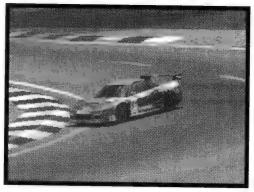


This section has two right-handers connected by a very short straightaway. This means that you have to use skillful braking to safely make the second corner. Concentrate on keeping the car under control through the first corner, as this puts you in the correct position to take the apex of the second. Basically, if you mess up the first turn, you make your drive impossible for the second.

AUTUMN RING

The Autumn Ring is tricky in places, featuring some nasty corners and only a few straightaways where you can overtake positions. Knowing the best areas to overtake is a great help, particularly when you're up against opponents in superior vehicles! Take a look at the map of the circuit and check out the points that we've dotted around it. These tell you where the tricky sections of the Autumn Ring are, give you some idea of how fast you should be going, and any other information that you should know.

1



The long start-finish straightaway that precedes this tight corner gives you the chance to build up speed, and more importantly, the opportunity to make some easy overtaking maneuvers. The turn itself is a very sharp right-hand that you must slow down for. Nice and easy. Fail to do so and you end up in the gravel trap!

2



This corner can be taken at full speed in almost any car you choose to race. You'll still be going relatively slow after taking the previous hard right, so just keep the power down as you accelerate through this bend.

3



This is another easy corner, but your speed should have increased significantly by this point, so if your car has haphazard handling, you may need to slow down slightly. If you do, don't use the brakes—simply release the accelerator and let your speed slowly drop to a manageable level.

4



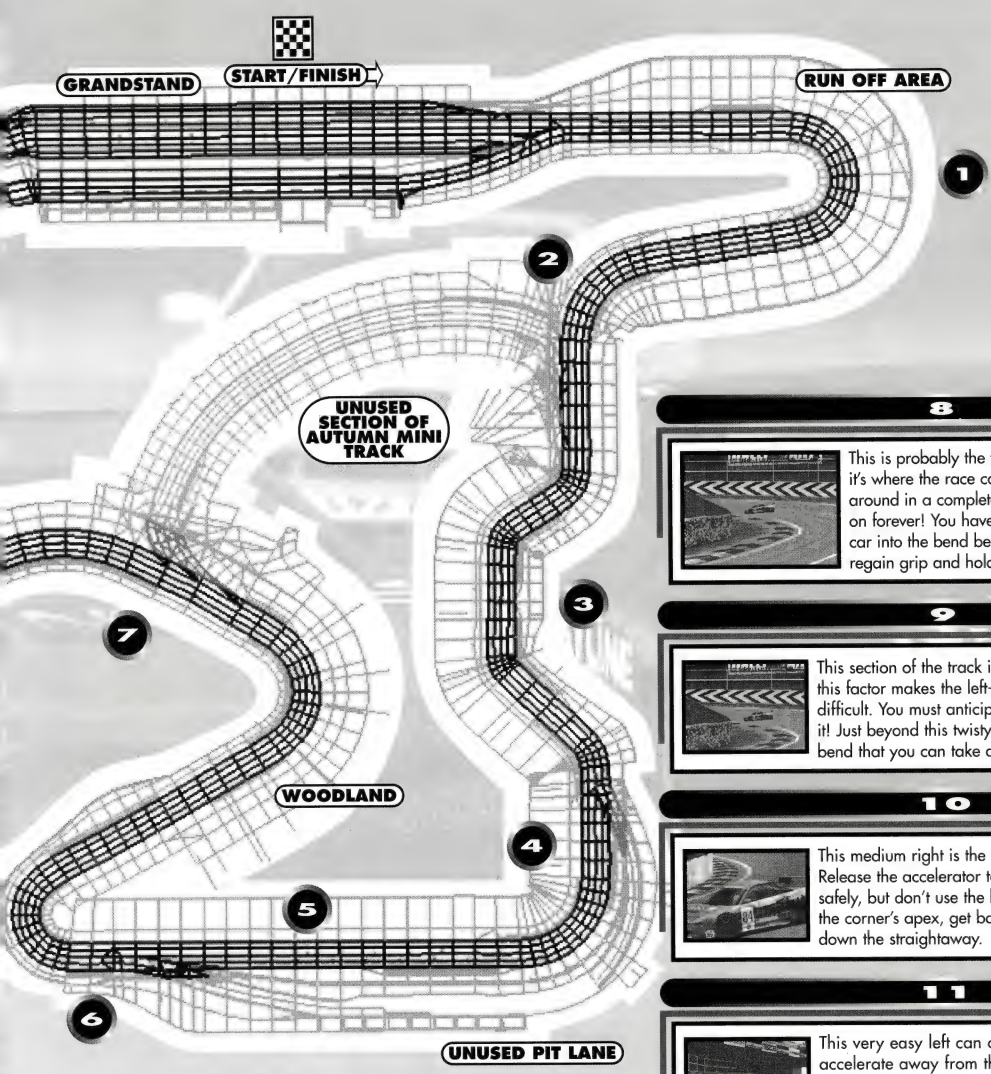
After the three easy corners, this hard right turn can come as a bit of a surprise. You have to be on the brake early to get your speed down and the car under control.

5



This straight gives you a good overtaking opportunity. However, don't become complacent, as a nasty right-hand turn lies in wait at the end. Use the distance markers on the right of the track to judge your braking time.





6



This turn is similar to the bend at point one: it's very sharp and requires some serious braking to make it around safely. Also like the first bend, this corner has a large gravel trap that drastically slows you down should you misjudge the corner.

7



After an easy left-hand bend, you reach this short straight section, so once again it's an area to make up some places. Just after this you come to a left-hand corner that you have to slow down for, but not drastically—just release the accelerator.

8

This is probably the toughest corner on the track—it's where the race can be won or lost. It takes you around in a complete 360° turn that seems to go on forever! You have to slow down then swing the car into the bend before re-applying the power to regain grip and hold the apex.

9

This section of the track is set on a steep incline and this factor makes the left-right twisty section very difficult. You must anticipate the corner and then go for it! Just beyond this twisty section is an easy right-hand bend that you can take at full speed.

10

This medium right is the next to last corner of the track. Release the accelerator to get around here quickly and safely, but don't use the brake. Once you're around the corner's apex, get back on the power to accelerate down the straightaway.

11

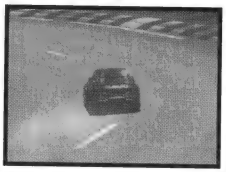


This very easy left can catch you out as you strive to accelerate away from the previous corner. Keep the car as straight as possible while you keep to the apex of the bend.

DEEP FOREST

This track seems to go on forever! Set on a picturesque forest background, the Deep Forest track has a long start-finish straightaway plus a long back straight, giving you the perfect chance to move up a few positions. However, this track also has its fair share of tricky sections. On the map below we've marked the crucial areas of Deep Forest and given you tips for each.

1



This long opening straightaway gives you the chance to build up lots of speed. Veer gently over to the right of the track—don't turn too abruptly or you'll lose speed.

Now as you approach the corner, begin to turn and brake gently and hold this speed through the apex of the turn. Once you're safely through the apex, put the power back on and accelerate up the bank.

2



This is an easy right-hand bend. You should be able to take it relatively fast, so just release the accelerator—there's no need to use the brakes. Take the corner's apex and hold the racing line on the exit.

3



Now comes the first tough turn. You have to make a sharp right that leads into a tunneled section. You must take it slowly, so use the brake to bring the car under control early. Be careful, as misjudging the turn sends you into the wall, which can see you dropping back to last position.

4



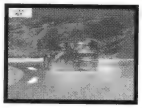
After the short drive through the tunnel, you come to another right-hand turn. This one isn't as sharp as the previous bend, but still requires skillful braking—lightly touch the brake to slow the vehicle, while sticking to the apex of the corner to maximize your speed. You can put the power back on as soon as you're safely through.

5

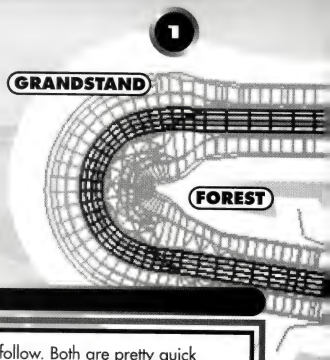


At this part of the track you enter and exit another tunnel before you approach the next turn. This is an easy left-hand bend that can be taken at almost full speed, just hold the racing line and go for it! However, be wary of the dip in the road—it can knock your car around, loosening its grip.

6

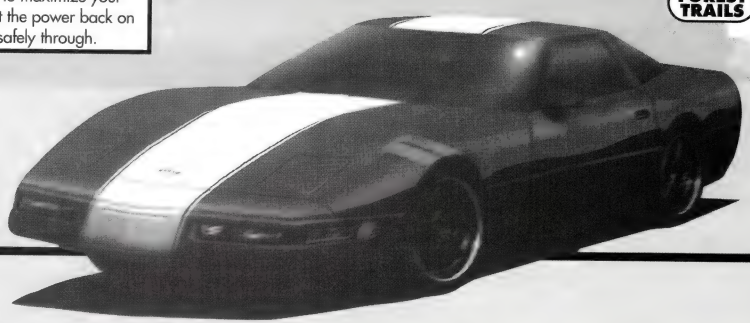


Two more left turns follow. Both are pretty quick corners and can be safely taken just by releasing the accelerator, as this drops your car's speed to the correct level. Using the brake slows you down far too much and can lose you valuable places.



DISTANCE = 2.225m

FOREST TRAILS



7



Now you come to a short straight section that then enters a tunneled stretch of track. You should use this area of the circuit to make up valuable seconds and, more importantly, race positions!

8



At this point the tunnel comes to an end and you must steer your car around a tough left turn. You need to use the brakes slightly to bring the vehicle's speed down, but don't go crazy or you'll lose too much momentum going into the final section of the lap. As soon as you are through the apex, get the power back on and accelerate, down the straightaway.

9

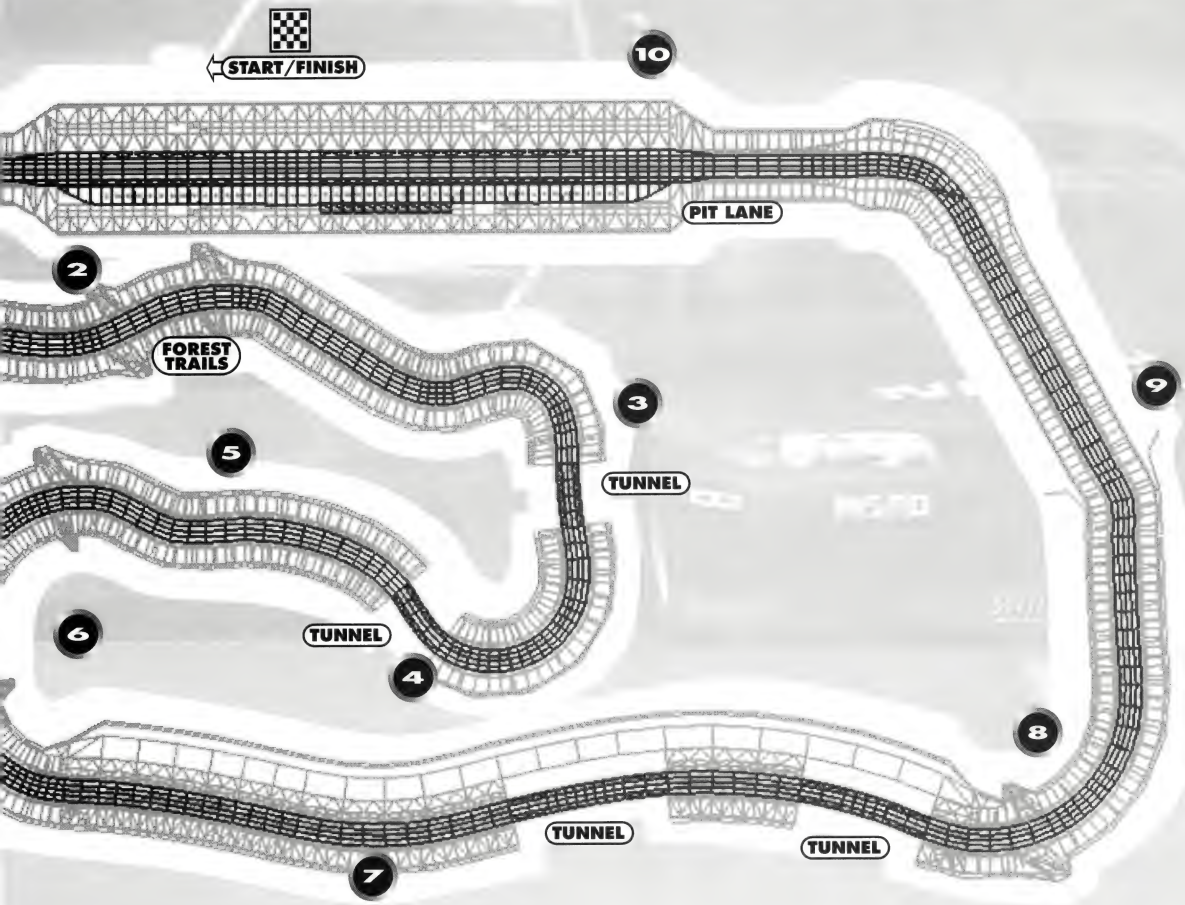


Here's an easy left that can be taken at full speed, but the upcoming bend isn't quite as simple. To safely take this second left-hand bend, you should release the accelerator and drop your speed to below 100 mph.

10



This is the final run in Deep Forest and it's the area of the lap that gives you the best opportunity to make up some last-minute places. Use the width of the track to steer around other cars in a final sprint for the line! It could mean the difference between a gold or silver prize.



SPECIAL STAGE R5

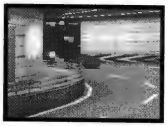
Special Stage Route 5 is the shorter of the two neon-lit special stages, but it still offers challenging corners and fast straight sections. On the map below, you see that we've marked the most important areas of Route 5's city streets. Read the corresponding tips so you have some idea of how fast you should be going while you make a lap of the circuit.

1



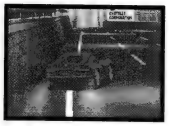
Use the starting straightaway to get a perfect start to your race. Build up as much speed as possible and overtake as many competitors as you can. As you approach the end of the straightaway, veer over to the left side of the track in preparation for the first turn.

2

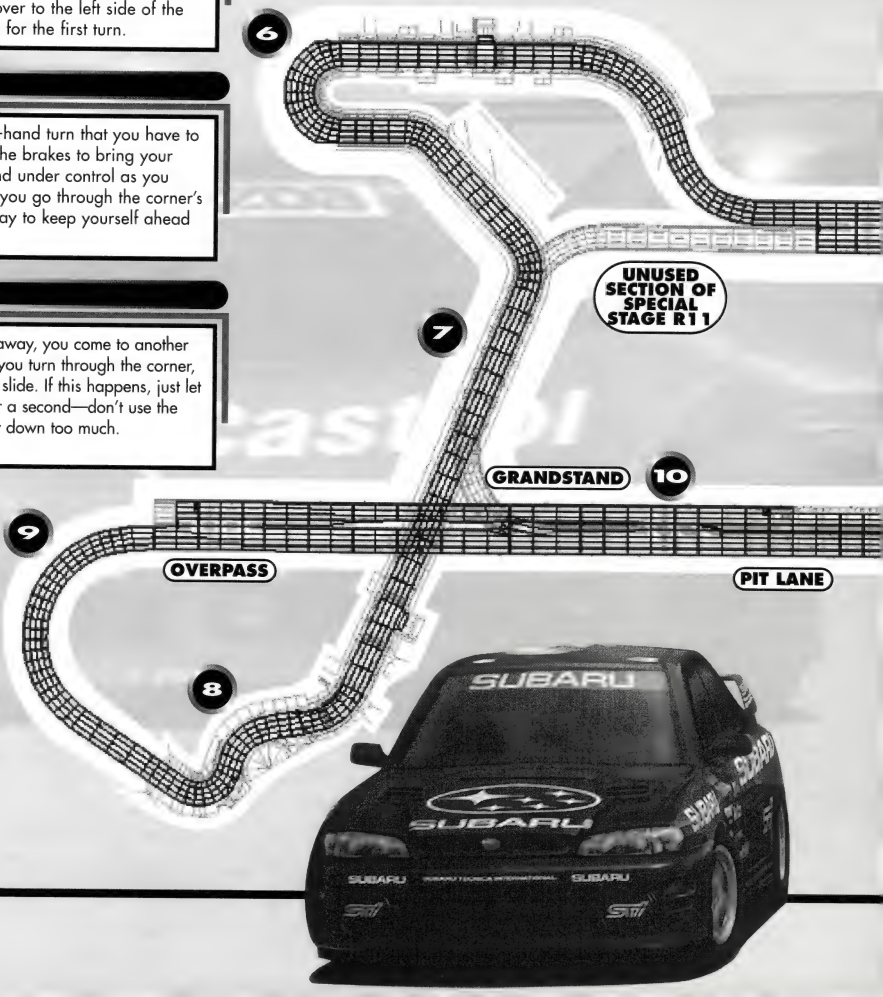


Here's an easy right-hand turn that you have to slow down for. Tap the brakes to bring your car's speed down and under control as you enter the corner. As you go through the corner's apex, accelerate away to keep yourself ahead of the pack.

3



After a short straightaway, you come to another right-hand bend. As you turn through the corner, the car may begin to slide. If this happens, just let off the accelerator for a second—don't use the brakes, as you'll slow down too much.



4



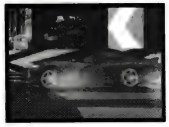
Now you must make a sharp left. This turn must be taken quite slowly, so get on the brakes early, keep the car under control, and take the corner's apex. Once you're safely around, begin to accelerate away.

5



This next turn is a fast left that you can take as quickly as you want. The following right is another quick turn, so power your way through here as well. However the next bend, also a right, isn't as easy, so be ready to brake.

6



Veer to the left side of the track and get ready to go around the final bend. This is a hard right that can be taken at a good speed, but don't go crazy, as spinning the car at this stage would be disastrous. There is no need to brake on this corner, just release the accelerator and power your way around.

7



As you approach this tight left-hand bend, get on the brakes and bring the vehicle's speed down to a controllable level before you enter this tricky turn. Once you're through the apex, put the power back on and accelerate away. This is one of the most difficult corners on the track and you can lose a lot of places here if you're not careful.

8



The next turn is a medium-speed left. Enter the corner then apply power as you break the corner's apex. Take the following turn at the same sort of speed. For this bend, try and flick the back end of the car around the corner with some counter-steering. This means you can accelerate earlier—just don't go crazy or you'll end up spinning!

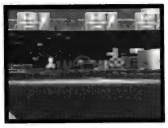
DISTANCE = 2.346m

9



This is the hardest section. You must take sharp right, left, and right turns in quick succession. You have to get on the brake early to bring the car under control. Take the first right, then speed up slightly for the left turn. Finally, take the last right and accelerate down the short straightaway.

10



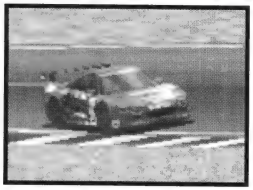
Simply pour on the power and accelerate to the finish line. Once again, use the long, wide straightaway to make up as many places as possible.

GRAND VALLEY

This track is huge! The magnificent Grand Valley circuit has a long start-finish straight, lots of fast sections, and its fair share of twists and turns. Mastering this track is not gonna be an easy task. Take a look at the map, you'll find that we've marked the crucial areas of the track and given you tips for each. Using this map you'll have some idea of how fast you should be going on each corner and be equipped with all the information you need to know before you start.

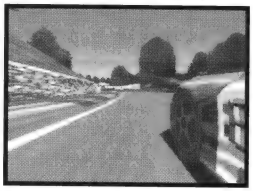


1



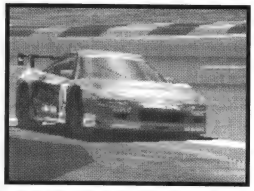
This section of the track gives you the perfect chance to build up some real speed, plus make a few early overtaking moves. As you come to this hard right-hand bend you'll have to be hard on the brakes to drop the speed down and this will cause the front end to swing out. Use opposite lock steering to control the car in this situation.

2



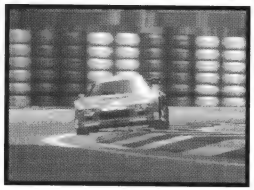
Now you come to a short straight that allows you to build your speed up, then you must make an easy left, followed by an easy right turn, then finally another easy left. However, this last bend is over the brow of a hill, which makes navigation tough. It's very easy to understeer this corner and end up in the barrier. Anticipate the corner and be brave.

3



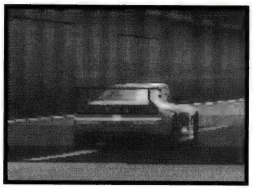
This section is a hard right that you must slow down for. You can build up to a high speed as you take the apex but be careful or you'll spin! This corner has a straight directly before and after the turn. So this gives you a chance to slow down safely and speed back up once the corner has been taken.

4



Next it's a long left-hand bend, which you'll have to slow down for. However all you need do is just release the accelerator and drop your speed to safely make this turn. Now follows an easy right—you'll have to take this one slightly slower.

5



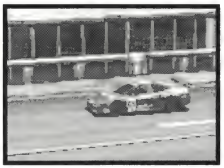
Now it's another left-hand turn that will take you into a short tunneled section. This corner is quite tight so use the brakes to bring the car under control and bring your speed down quickly. If you mess this up you could end up in the tunnel wall, which will mean big time losses, so take care.

6

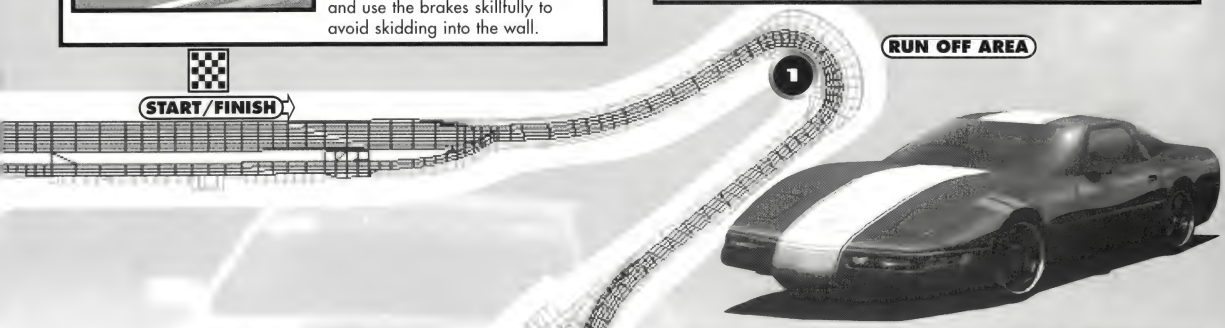


Once you're through the tunnel you should be able to build your speed back up. At this point you'll have to make a hard right-hand turn into another tunnel! This corner is even tighter than the previous one and requires you to drop your speed even more than before. Take care and use the brakes skillfully to avoid skidding into the wall.

7



Next it's an easy right hand corner which leads to a short section that'll take you over a long road bridge. Once you're through the apex of the corner, put the power down and use the straight section ahead to build up speed.

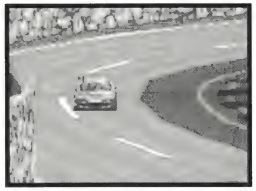


8



Now the track enters yet another tunnel section. Here you must make a long right hand turn that'll require you to drop your speed ever so slightly—no need to brake, just release the accelerator for a second. This section is fast and big time and position gains can be made up here!

9



Now you enter the final sequence of corners. The first is a hard left, so you'll need to use progressive braking to bring the car down in speed while keeping control. Now the track sweeps back on itself for a right that must also be taken at around the same speed. Here you should tap the accelerator to keep a constant speed throughout the entire corner.

10



Finally the track turns right once more and back onto the start-finish straight. You'll be accelerating all the time as you turn through the last corner so keep it tight and watch out for the wall as you exit the bend. Once you're cleanly through the apex you should accelerate all the way to the finish line!

AUTUMN RING MINI

This may only be a shortened version of the Autumn Ring circuit, but it still has some nasty corners and only one good straight section for you to overtake on. Take a look at the map of the circuit and check out the points that we've dotted around it—these tell you where those tricky sections are and how you should approach them, plus other information that you should know.

1



This first turn is a real nightmare. You have to apply the brakes early to make it around safely—use the distance markers on the right-hand side of the track to judge your braking time. If you can take this corner quickly, you really improve your lap time. However, watch out, as there's a large gravel trap that severely slows you down if you misjudge the turn.

2



This is where the track takes a different turn from the regular Autumn Ring. This tricky little right-hand turn requires you to release the accelerator and slow down, if you want to take it safely.

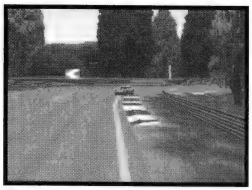
3



This long, easy right is no problem—use this part of the circuit to build up speed and overtake other cars with relative ease.

Keep to the corner's apex for added speed through this turn, and beware of the tight right-hand bend that lies in wait at the end of the section.

4



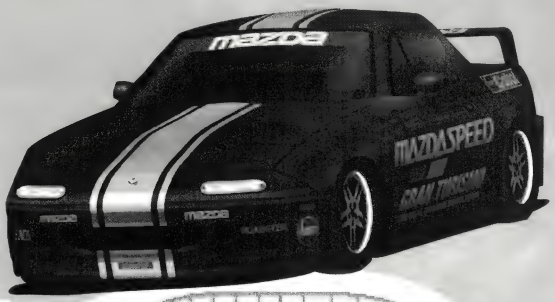
This turn can be taken at full speed in most cars. After taking the previous hard right, you won't be going fast, so accelerate through this corner. There's another easy turn, but your speed should have increased quite significantly by this point, so if your car has poor handling, you may need to slow down a little. If you do slow down, don't use the brakes—simply release the accelerator and let your speed slowly drop to a manageable level.

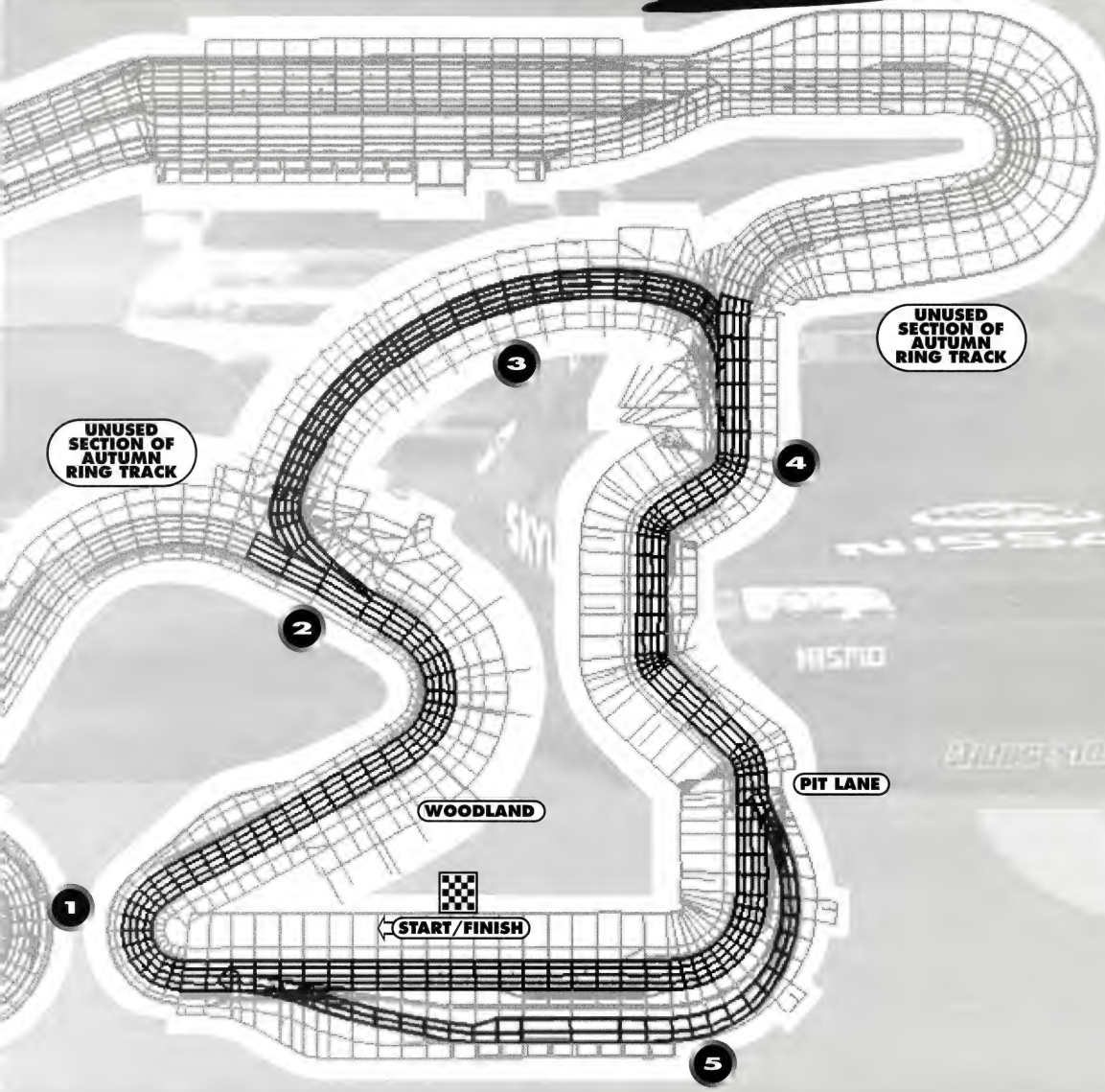


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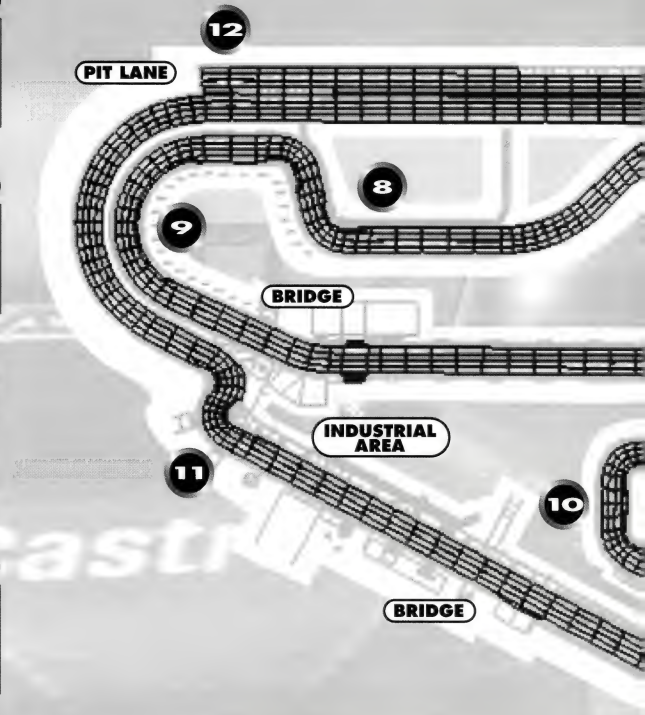
After three easy turns, this hard right can come as a bit of a surprise. You have to get on the brake early to get your speed down and keep the car under control. The straightaway gives you a good overtaking opportunity, but don't become complacent, as a nasty right-hand turn waits at the end. Use the distance markers on the right of the track to judge your braking time.





SPECIAL STAGE R11

This is the bigger, badder, and altogether tougher version of the Special Stage circuit! The course is still set around a city at night, and some of the sections are similar, but Route 11 is much longer and requires much more skill. Take a look at the map. We've marked the crucial areas of the track and given you tips for each.



1



Make full use of the long starting straightaway to get your lap going—you should reach a good speed before it comes to an end. This section is a great place to make up places and improve your lap time, so make the most of it!

2



The first turn is a very long, easy right that can be taken at full speed. It can also be used to quickly improve your race position. For some reason, the computer-controlled cars slow down much more than they need to in this area, so take advantage.

3



Here you have to slow down to take a medium right. You should be looking to apex the corner as best you can by getting the car in the correct position as early as possible.

4



Now the track winds its way through this snake-like section. The track first goes left then right through a tight twisty section. This turn can be deceiving as you approach it. Look to take the first turn through the apex then drift slightly as you take the next one.

5



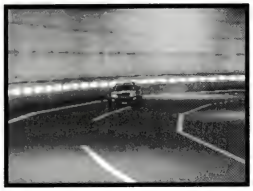
Now comes another right-hand turn, which is followed by a left that must be taken quite slowly. Be careful here, as it's very easy to slide the car and lose control. Once you have made it around this corner, accelerate down the straightaway, building your speed.

6



Here you need to get on the brakes to bring your speed down to a controllable level. Take care as you enter this hard right turn, as heavy braking can make your car become loose and unresponsive.

7



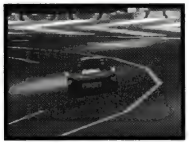
In this section you have to take a long left that seems to go on forever. Try and keep a constant speed around here by tapping the accelerator for the duration. Now after a short straightaway you come to a right-left twisty section that can be taken at high speed but requires anticipation and control. Get through the right then accelerate as you flick the car back through to the left.

8

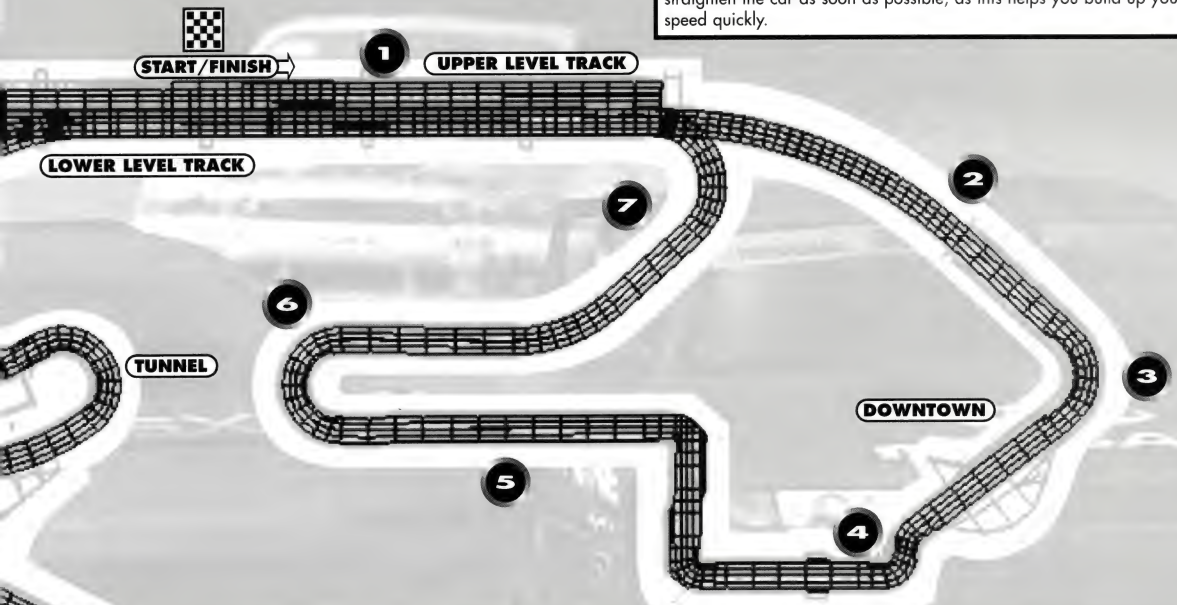


Here are a pair of easy right-hand bends. You have to drop your speed for this section, but don't use the brakes, as simply releasing the accelerator is more than enough to bring your speed under control.

9



In this section the track turns back on itself for a couple of left-hand turns. The trick here is to adjust your speed before you enter the first corner, as it's quite sharp and can cause problems if you're still braking as you begin to turn. The second left can be taken at a slightly faster pace. You should straighten the car as soon as possible, as this helps you build up your speed quickly.



10



Now the track enters a tunnel and there's a long, hard right. Hold your speed through the corner's apex, then slowly feed the power back in while counter-steering to keep your vehicle straight. This is a tough corner, so watch out!

11



In the final section there's another long straightaway that gives you many overtaking chances. Stay alert, however, because a hard right turn waits at the end! As you approach the difficult turn, release the accelerator then begin to apply the brakes. Don't be heavy-handed, as this causes the car to lose grip.

12



This is the final turn of the tricky Special Stage Route 11, and thankfully it's a long, easy right that leads back onto the first straightaway. You can take the final turn at pretty much full speed, but if the back end of the vehicle begins to slip, release the accelerator until you have regained control.

TEST COURSE

This circuit is like no other in *Gran Turismo*—it's a simple oval that's used to get the maximum speed out of your car. This track is similar to the ones used by Indy cars, so long, straight, banked corners and very high speeds are the orders of the day! Although it's the simplest of all the circuits, we've provided a map and come up with some advice to tell you when to accelerate and overtake, and how to approach the turns.

1



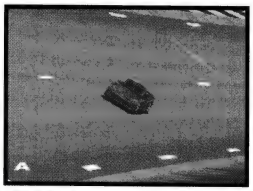


The main straightaway of this simple track is extremely long, and offers the chance for you to build up to maximum speed, no matter what car you're in. The track is quite wide, which means that overtaking is very easy. Use the full width to move around other cars; take no chances, as hitting an opponent can cost you valuable seconds, which can make all the difference in a close race—and races on ovals are always close! You can check how far down the starting straightaway you are by looking out for the distance markers above the track.





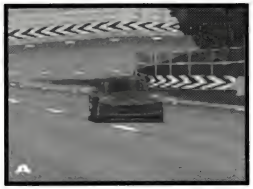
2





There's no need to slow down for this long, banked bend—it can easily be taken at full speed. You can even use its steep bank to increase your speed: As you enter the bend, stay high (close to the wall), then as you steer through the bend, slowly drop down to the track's apex. Doing this increases your speed simply because you're driving downhill! This technique means that you can go as fast around the corner as you can on a straightaway!

3





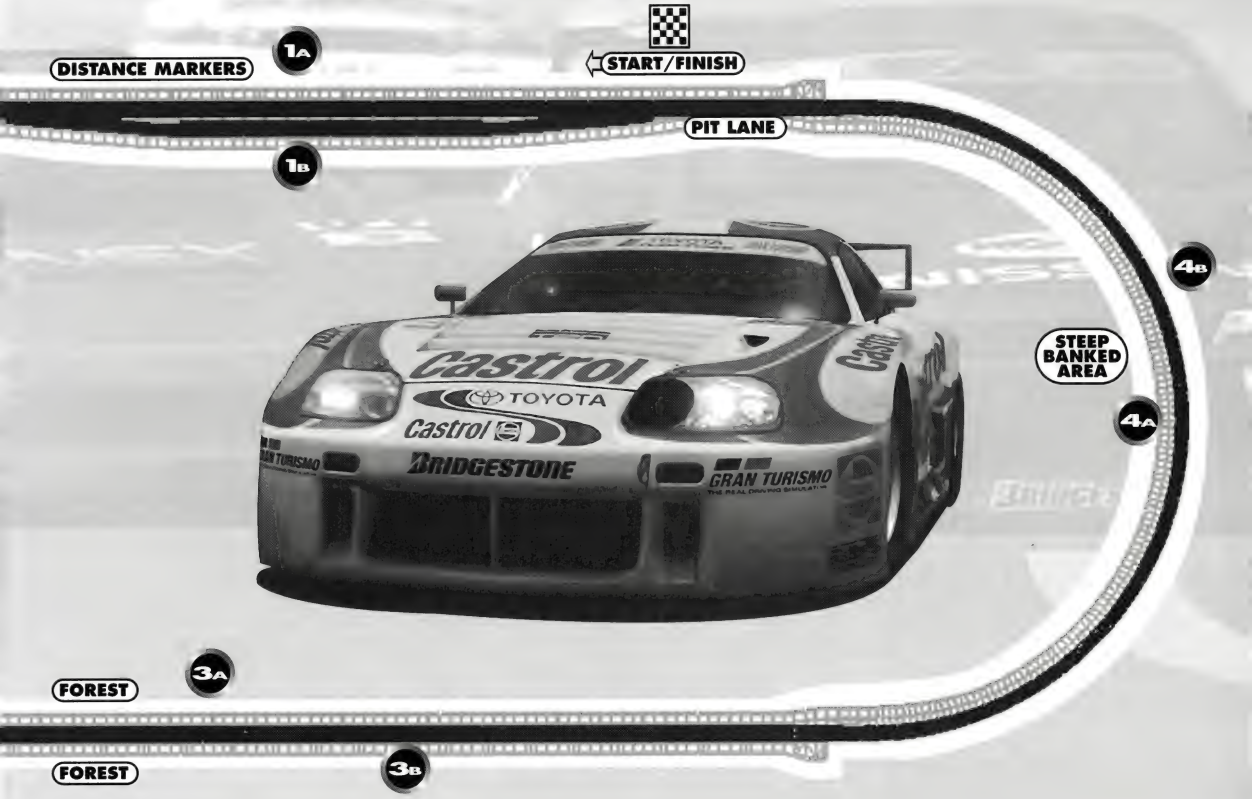
This is pretty much the same as the opening straightaway—the only real difference is that there's no pit lane. This means that once again overtaking is a piece of cake. Simply keep your car on the track, as straight as possible, and keep your speed high.

4





Use the same tactics as outlined for the other banked corner and you'll have no problems here. However, at this point it pays to remember that this is the final bend on the track—a mistake here on the final lap means you have no chance to make up places or time, so concentrate and hold your nerve until the finish line is in sight!



REPLAY THEATER

This is where you can view any replays that you have saved from previous races. When you select the Replay Theater from the main menu, you're presented with five options:

LOAD REPLAY

This option is self-explanatory—it enables you to load replays of earlier races that you have saved onto a memory card.

EDIT REPLAY

This option enables you to edit the title of any replay you have saved. This means you can create an orderly catalog of your greatest *Gran Turismo* achievements!

DELETE REPLAY

Got a replay that you no longer need? This is the option you should use to get rid of it. Please note that once a replay has been deleted, you cannot retrieve it, so be sure you don't want it anymore before you use this option.

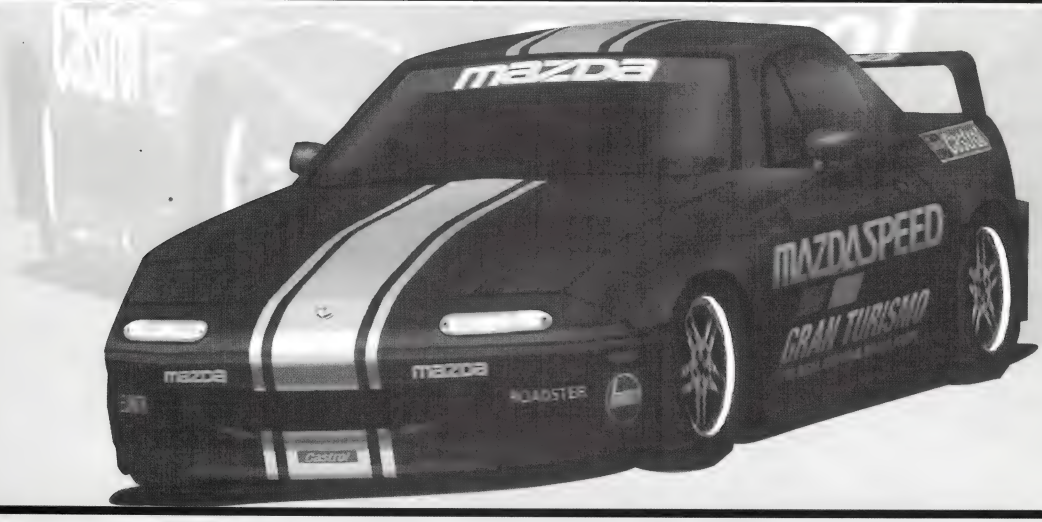
DEMONSTRATION

Select this and you're given a list of around 20 different replays that are included on the *Gran Turismo* CD. There are four general race replays and 16 replays of licence tests—you can watch these to see how the tests should be done. This is a useful option and looks amazing!

EXIT

This takes you back to the main menu.





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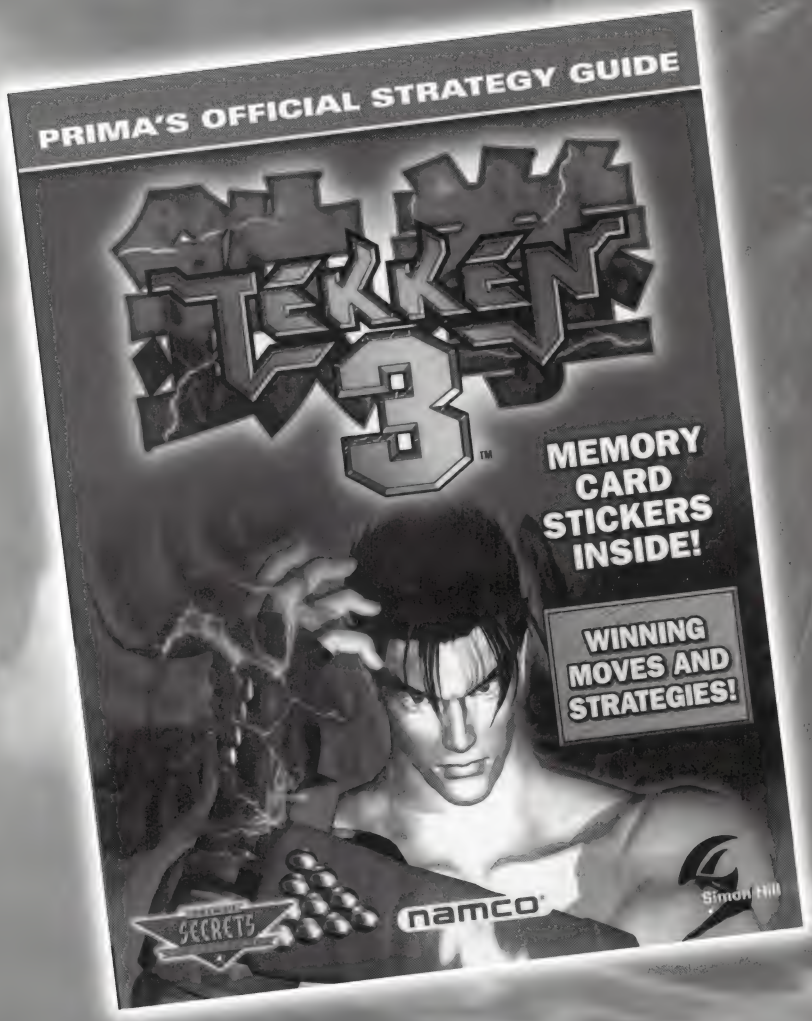
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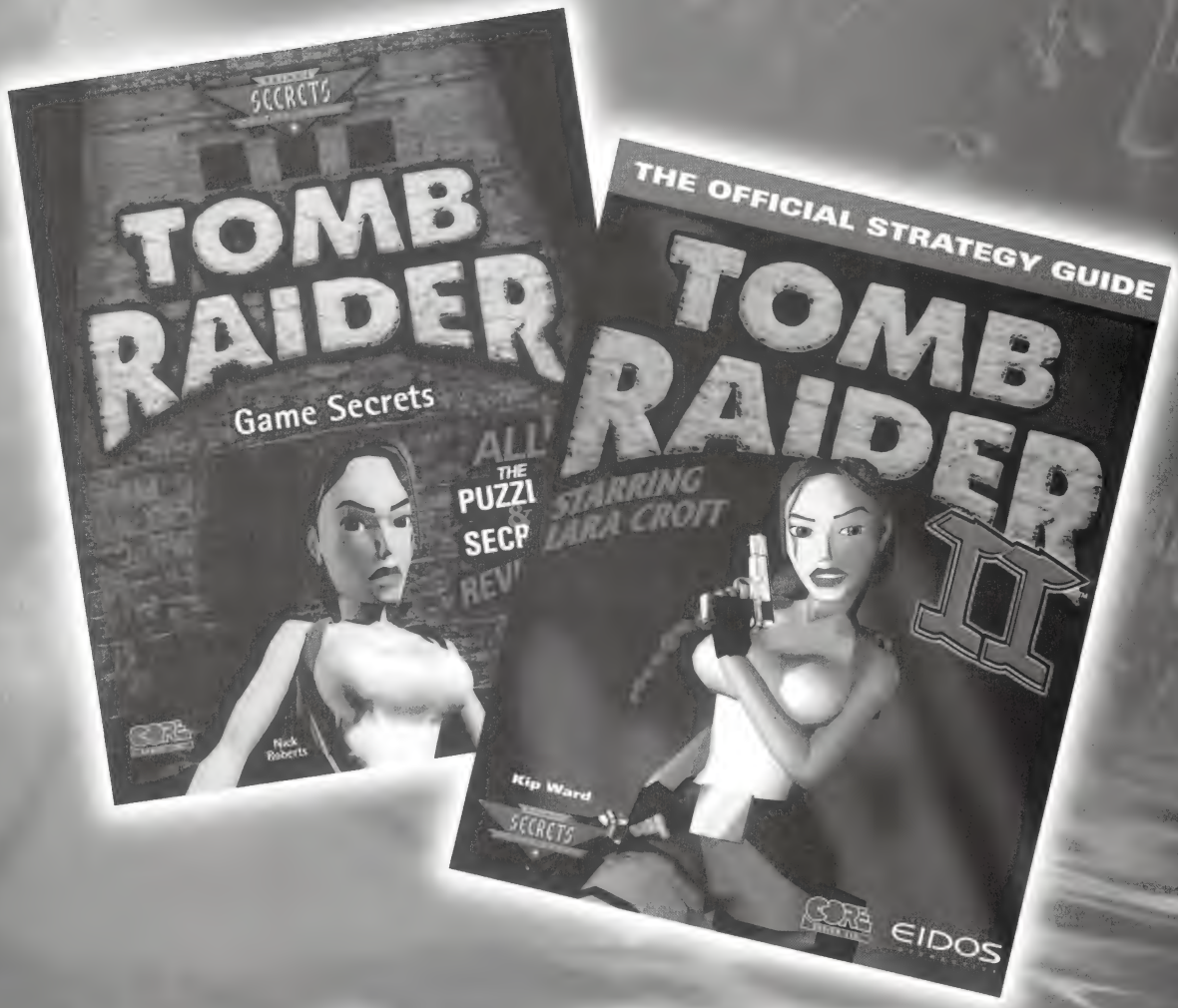
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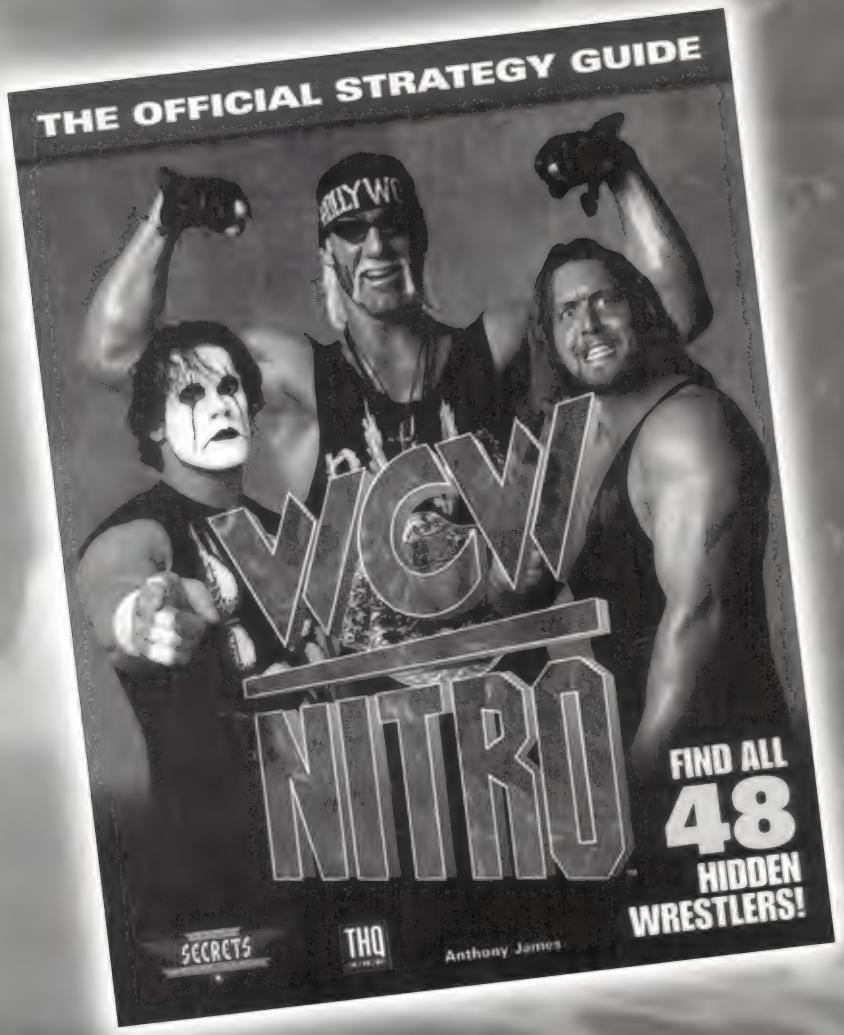
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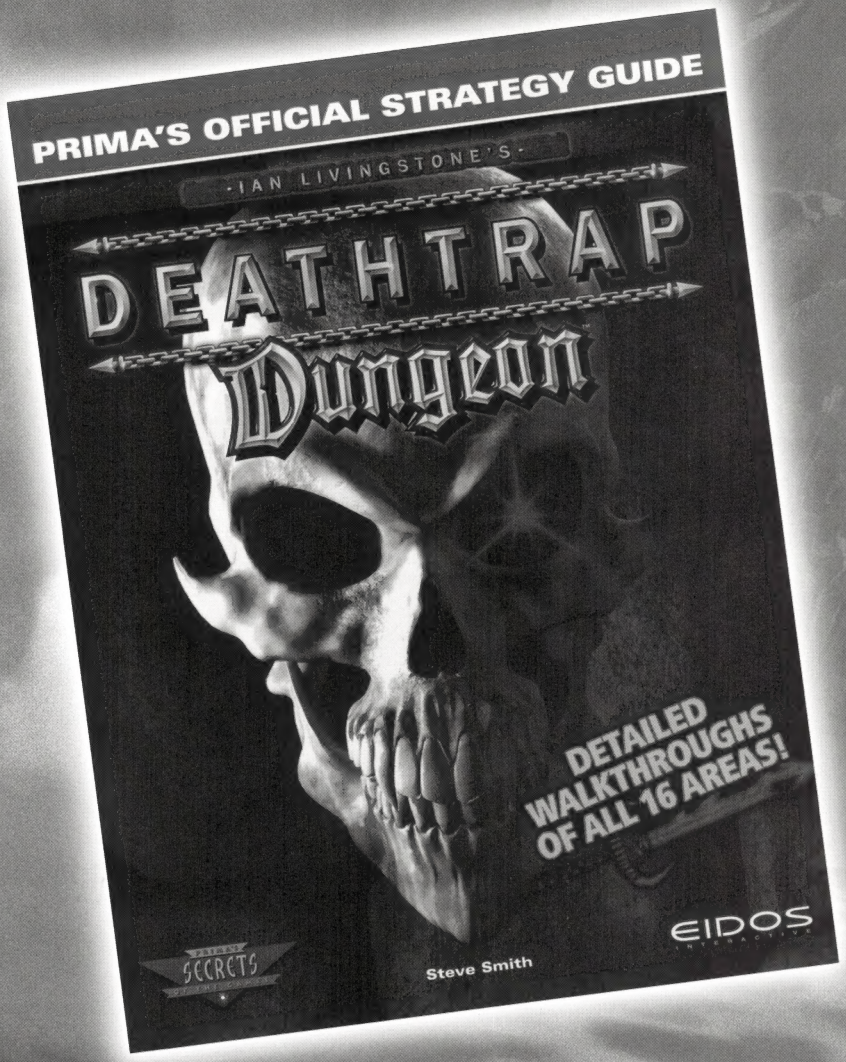
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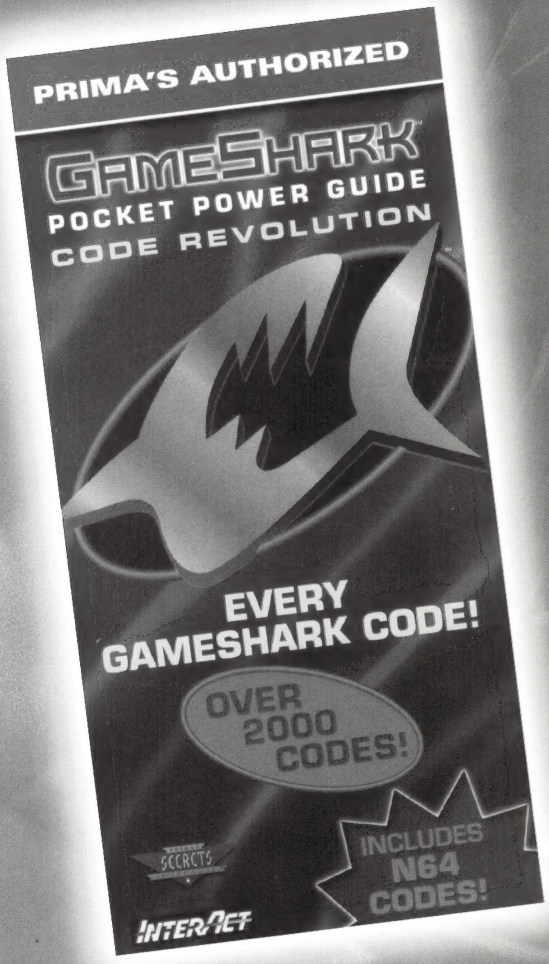
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